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2
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The Marlow 100V is the second hull from its Voyager Series. Photo: Alan de Gonzague

N625 NORDHAVN PRESENTS: THE FUTURE OF EXPEDITION YACHTS



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Kind of Blue

An electronic beep raises my hackles. I scan the helm and multifunction displays for something amiss. I then realize the sound is the coffeemaker signaling that its job is completed, and my cup of joe is ready. I collect and bring the steaming mug back to the helm, then settle into the double companion chair under a crimson light. I note that it is just after 3 a.m.

I've been on watch for about 45 minutes, scanning the displays for commercial traffic or any other signs of life, but all is quiet. I look out the forward-facing windows onto the ink-black night as a mellow following sea gives the 47-foot trawler gentle waves to surf down. My two traveling companions snooze belowdecks; it will be another few hours before I rouse them.

The conditions are a stark contrast to the previous afternoon, when we spent several hours in bruising head seas, forced to slow to 7 knots with the tightly spaced swells. It was sweet relief to exit Washington state's Neah Bay, round Cape Flattery and enjoy a following sea. As we passed the lower 48's northwesternmost point, we increased our speed and pointed the bow south.

I think back on the afternoon's snotty seas and use the multifunction display to link my phone to the boat's stereo, choosing some mellow jazz to accompany me on watch. The ballad "Blue in Green" fills the salon, with Miles Davis' trumpet and John Coltrane's tenor sax seeming to keep time with the gentle rumble of the twin diesels. Next up is Lee Morgan's "City Lights." I listen to each player's soloing, and replay a track to focus on the drummer's polyrhythms.

Traffic is starting to pick up as we get closer to our destination, so I mark several targets for Time to Closest Point of Approach, and note the faintest of light on the horizon. It is time to rouse my companions.

As they come abovedeck, I recheck tide and weather conditions at our destination, where things are slated to deteriorate. We increase our speed to 18 knots, hoping the U.S. Coast Guard does not restrict our entry. Our plan is to hop the bar at the notoriously dangerous Yaquina Bay, and unlike the jazz greats echoing throughout the boat, we're looking to play it straight ahead, without improvisation. 🌊



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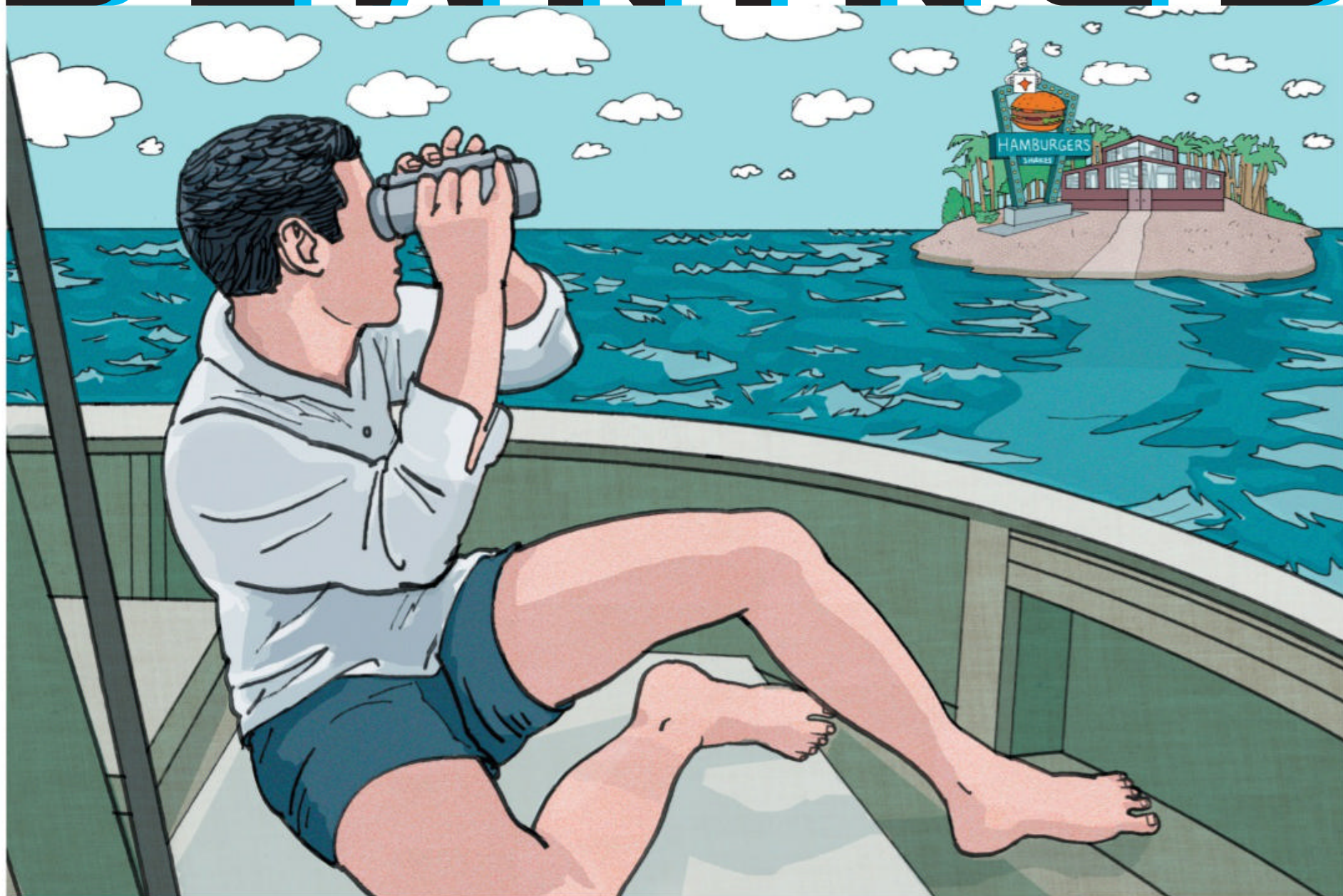
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BEARINGS



The \$100 Burger

One of the best reasons to cast off the lines and go cruising is that you have no reason at all.

Remember when you were a kid, and you returned home to an interrogation by your mother?

“Where were you?”

“Nowhere, ma.”

“What were you doing?”

“Nothing.”

And you were being completely honest. You had just been enjoying the nowhereness of wandering and enjoying, whether it was at the playground to see what was going on or just to inspect an anthill.

I’m a fallen-away pilot who switched to soaring when I found myself spending too much time chatting with air traffic control (which sounded just like my curious mother): “Where are you going? What are you doing?” One of my favorite things about flying, aside from looking down on crowded freeways, was the “\$100 hamburger.” That’s pilot-speak for getting into the air for no particular reason.

It actually means flying a light plane for an hour or so to another airport, which, like all small airports, has a restaurant. Calling it a restaurant is probably being generous—most were barely diners, and some were hole-in-the-wall walk-ups. You’d buy a burger and a Coke, sit talking to other pilots for a bit, and then fly home. Back then, a burger, a Coke and a refuel was about \$100, and well spent.

So, my question to you dear boaters is: Are you having any \$100 burger outings? I don’t want to sound like anyone’s mother, but there is something restorative about going nowhere and doing nothing. Cast off the lines, get away from the dock, and go find an anthill to explore.

Perhaps it’s a cove that you’ve never visited (or that you’ve been to a hundred times). There might be a marina with a restaurant (probably not a cheap burger) that offers free docking for patrons. Go. Sit. Enjoy.

Sure, hanging out in my slip at the marina can also be enjoyable—sprawled on the aft deck or on the bridge, feeling the breeze,

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all good times. Having owned more boats than I admit, I know the pleasure of just being aboard while tied up, sipping a cold one, perhaps watching other boats struggle to dock.

But I also know that it isn't long before I have nagging prods at my brain. I know I could enjoy the brewski while sanding that coaming that is losing its varnish. I've already bought the line. I could be splicing new docklines.

And thus, my getaway turns into doing work I hadn't planned to do. At least, not for a while. And it isn't that \$100 burger. It isn't going nowhere, doing nothing.

We live in a 9-to-5 world, filled with must-dos and don't-forgets. We have little time that isn't scheduled. If you have children, there is soccer practice or ballet lessons or, for iffy students like me, math tutors. Adults are fitting in meetings, calls and all the other hodgepodge that pays for the marina slip and other minor stuff, like the mortgage and food.

What I liked about the \$100 burger flights was that they were unplanned and, as such, full of joy. A wandering kid discovers a caterpillar or a strange spiderweb. A wandering pilot finds little airports lined with hangars filled with interesting people and even more interesting planes.

Sadly, air traffic control eventually took away the option of wandering for its own sake, but that hasn't happened in the boating

world. Get on the boat, light up the engines, cast off, and you're in a state of freedom. It's best if you have no plan. Just go nowhere. Too many skippers (you know who you are) seem incapable of doing nothing. They have to put waypoints into the GPS, get out a chart, or make a plan. That is the antithesis of the \$100 burger.

Being on the water is the whole point. Invite friends along. When they ask the mom questions, just say, "I don't know, but it's going to be a nice day." Tell them you're taking the boat out for a spin, and ask if they want to ride along. And even if you do have a waterfront pub in mind when you cast off, stay open to other distractions. You may pass a great sandbar that seems to have your name scratched in it. A bistro you'd never noticed. Whatever.

The whole point of the \$100 burger is to enjoy your boat in its natural element. Then you can return, and, when anyone asks where you went and what you did, you can honestly answer, "Nowhere. Nothing." ❄



CHRIS CASWELL is an award-winning marine journalist with an ever-changing fleet, spanning both power and sail. In addition to being featured on *Oprah!* as a boating lifestyle expert, he was the host of *Marine Voyager*, a weekly cable series on the Speed Channel and the Outdoor Life Network.



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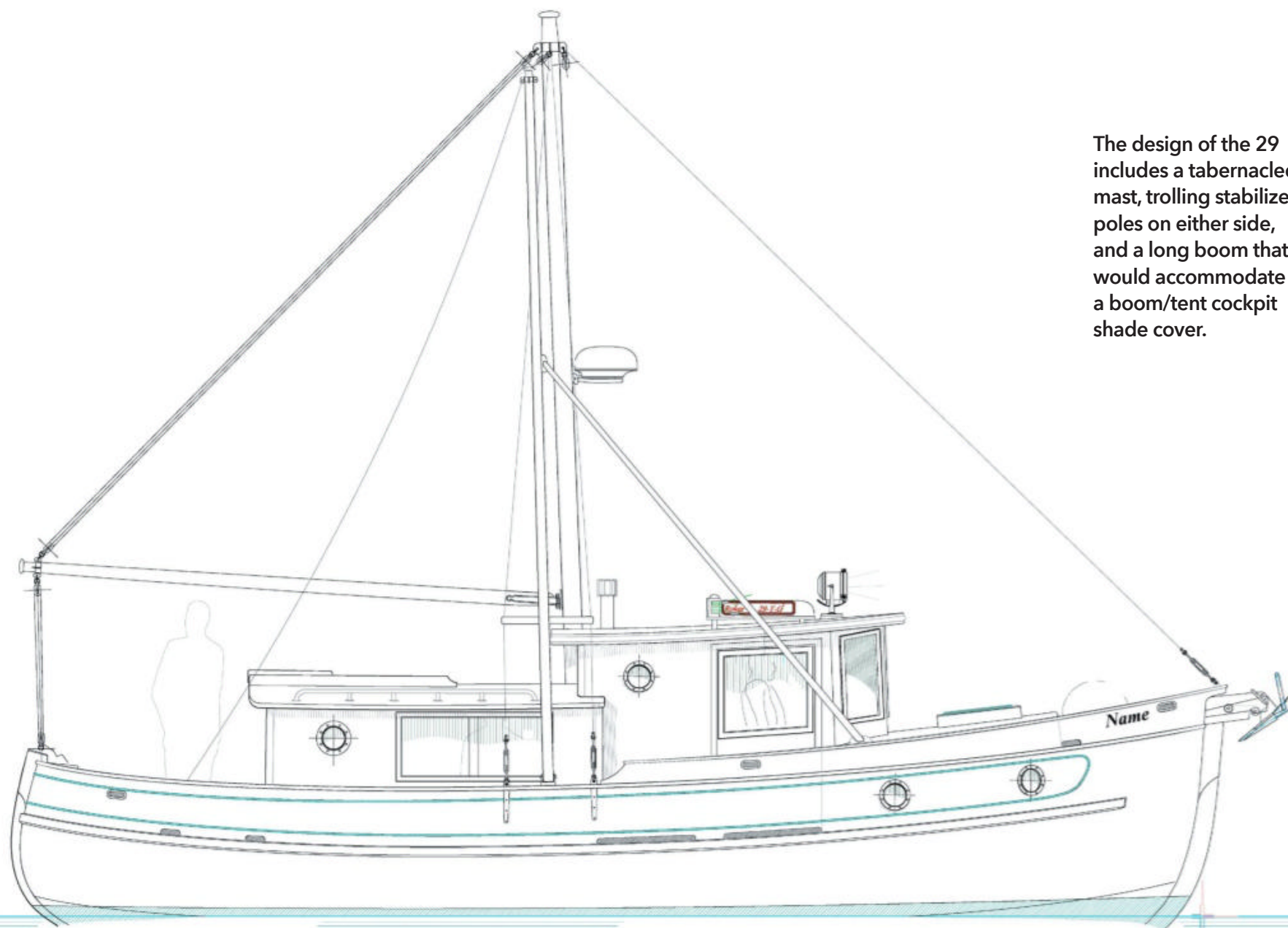
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The design of the 29 includes a tabernacled mast, trolling stabilizer poles on either side, and a long boom that would accommodate a boom/tent cockpit shade cover.

Rover 29

You might be moving up in size from an outboard-powered sport boat. Or, maybe it's time to downsize into a smaller boat. Either way, the Rover 29 might fit your needs. It's for cruising with a friend or spouse, or for cruising solo. It could handle three or four people in a pinch, but just for a single night.

Originally, I used my little tugboat *TugZilla* as the basis for this new cruiser. *TugZilla* is 26 feet long, and I have run her many hundreds of hours, but I wanted a bit more length to play with on a fresh sheet of paper. I penned a double-ended design that measured 29 feet long, and I gave it a couple of twists.

I increased the width of the rear house to stretch almost from sheer to sheer, with the walk-up side deck eliminated in favor of moving forward and aft within the house itself. There is still a 7-inch side deck alongside this wider cabin, but I would only need to work this area to set a fender, and the truth is that it could be rigged from aft or forward and flipped over the side at the last minute.

The main transit from the cockpit to the pilothouse and to the foredeck is done by moving through the interior of the boat and going out the two sliding doors on each side of the pilothouse. I

This boat is designed for one or two people to cruise comfortably and safely just about anywhere.

designed 6 feet, 4 inches of headroom in the centerline of the rear cabin, and added more in the raised pilothouse, which has 6 feet, 6 inches.

Another difference from my little tugboat is the raised/flush deck forward, allowing generous sitting headroom over the berths below. *TugZilla* had a lower foredeck and bulwarks forward that allow for a berthing and small galley area below, but did not allow full upright sitting on the bunks. The Rover 29 adds a foot of headroom in the forward cabin. With the flush-deck configuration, the space feels even more comfortable than the tape measure indicates.

The rear cabin of the Rover 29 is entered from the stern moving through the aft cabin and up a couple of steps to the pilothouse sole, or from sliding side doors to port and starboard. The deep, bulwarked side pits are nice for getting access to the pilothouse and keeping the

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Draft: 3ft. 7in.

Displacement: 9,800 lbs.

Power: 1x 110-hp Yanmar diesel

captain or crew secure while setting spring lines. It's just a double step up and moving forward over the flush forward deck, and then a single step down into the anchor well pit.

Standing in the anchor pit feels secure if you happen to have the unpleasant duty of anchoring in inclement weather or a rough seaway. A guy line that runs from the stemhead up to an eye just under the brow of the pilothouse roof creates more security if things are tough weather-wise. A lifeline can be clipped in for safety. For single-handing, this arrangement is easy to rig and keeps the skipper and crew safe, and the cost is minimal.

She also has a tabernacled mast, trolling stabilizer poles on either side, and a long boom that would accommodate a boom/tent cockpit shade cover.

Entering the cabin from the aft cockpit, there is a centerline companionway with a sliding hatch, allowing upright, standing entry. A dinette is aft against the port side, and a full head is to star-

board. Forward of the head is a U-shaped galley with space for a range, below-counter refrigerator and cabinets.

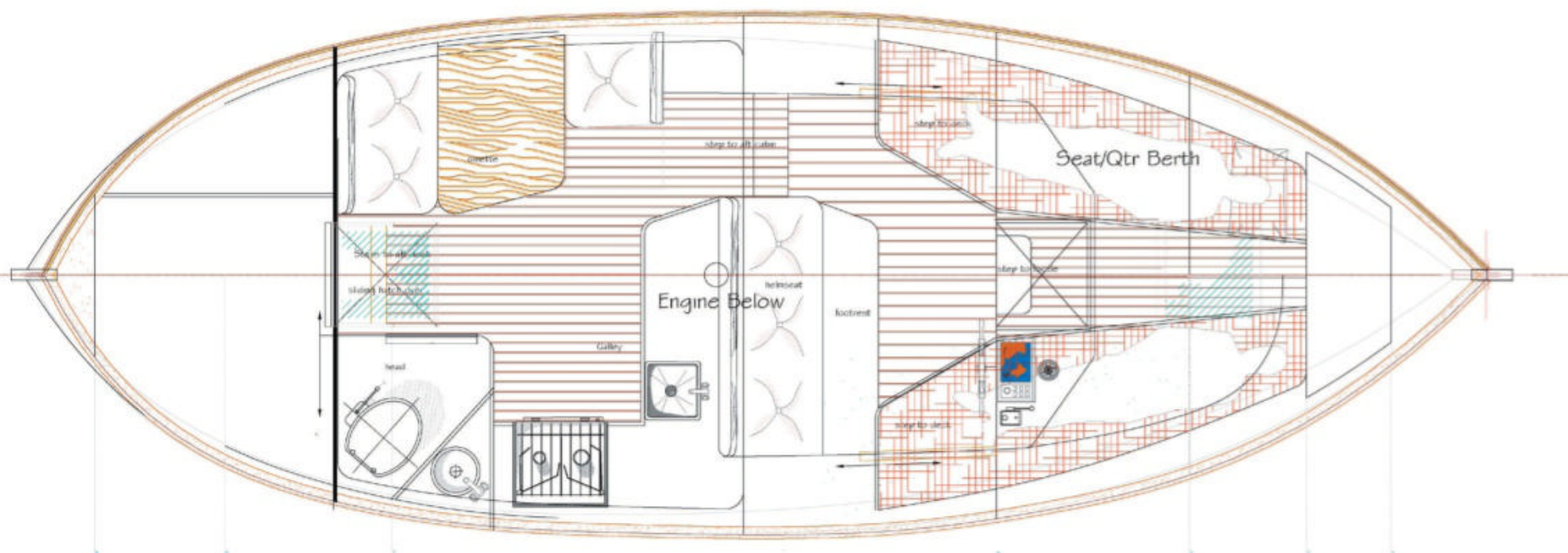
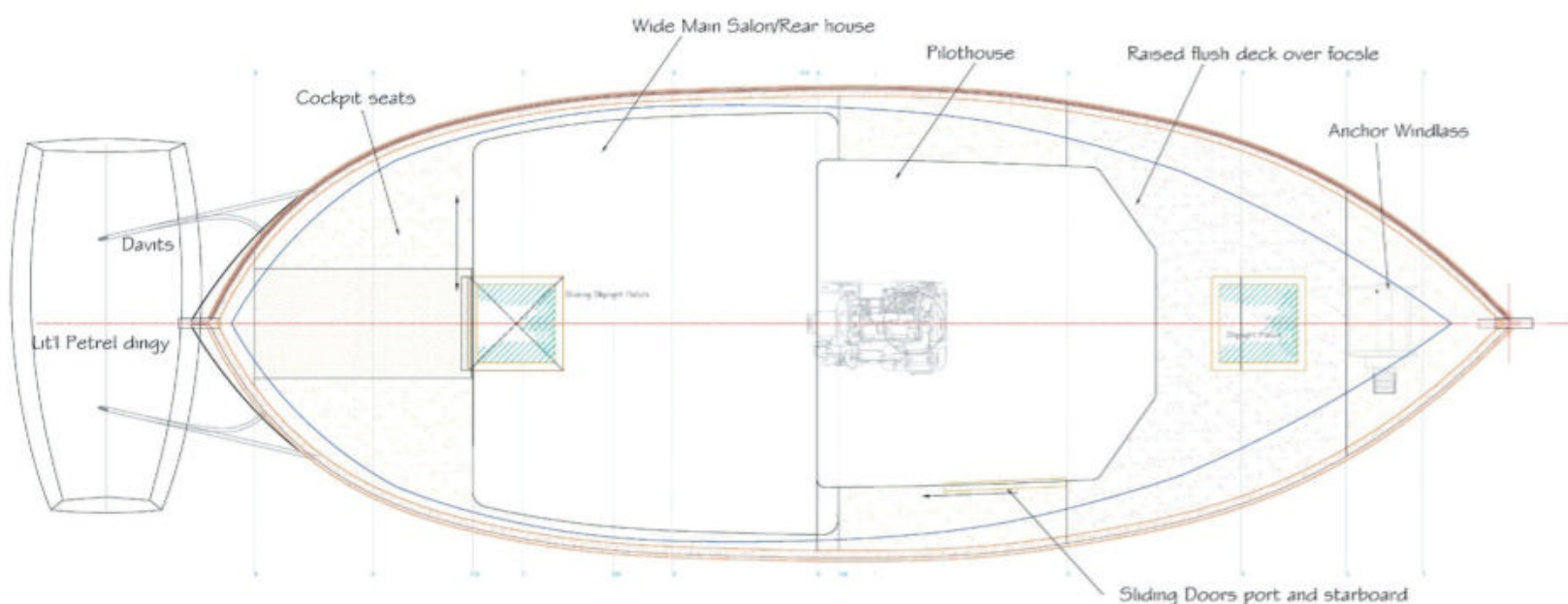
Forward of there, the pilothouse has a bench seat against the rear bulkhead. The helm is to starboard, and the engine is below the bench, accessed through a hinged seat. The after end of the engine is accessed by a removable section of galley counter.

For sleeping, I included port and starboard single berths. This arrangement has maximum flexibility, and lets you wake up in the middle of the night for anchor watch without disturbing your mate. The dinette converts for short-term overnight guests or grandkids who do not yet know the difference between a truly good night's rest and the alternative. ❄



SAM DEVLIN has run his boatbuilding and design business, Devlin Designing Boat Builders, for over four decades. An active proponent of wood/epoxy boats throughout his career, Sam is the author of the 1997 best seller *Devlin's Boat Building* on the stitch-and-glue method.

The boat is entered from the stern and through the aft cabin, with a couple of steps up to the pilothouse sole, or from sliding side doors to port and starboard. Her house stretches almost sheer to sheer, with the walk-up side deck eliminated in favor of moving forward and aft within the house itself.





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Marlow Voyager 100V

After missing the latest iteration of Marlow Yachts' Voyager line flagship, the Voyager 100V, at last year's Fort Lauderdale International Boat Show (Marlow decided to jettison its quays among the trawler set, opting instead for a spot on the outer face docks), I recently met Senior Yacht Broker Eric Gervais for a walk-through, partly with the intention of comparing her to Hull No. 1, *Ice*, which I toured in 2019.

Like that vessel and all Marlow yachts, her hull is cored and vacuum-bagged with Kevlar and carbon fiber, following Marlow's proprietary Full Stack Infusion. It's a one-shot, hull-and-deck bond that helps to create an optimal strength-to-weight ratio. The builder also kept weight down in the skybridge via extensive utilization of carbon fiber.

Finished in midnight blue, with hullsides that mimic wood planking, she retains the traditional, striking profile that has become *de rigueur* for Marlow designs. She also kept the wide transom door (flanked with stairs from her swim platform) that lifts to reveal enough stowage for a range of water toys, bikes,

dive gear and (if one wanted to add some chocks) a few Vespas. Owners can opt for a beach club or hydraulic swim platform as well.

I stepped aboard from her starboard-side boarding door—there's another boarding door to port, two more forward and a passerelle built into her transom—and arrived on the aft deck in the shade from the flybridge overhang, which houses the dinghy and 2,600-pound capacity davit. The aft deck has seating for eight around a handsome oval teak table, and is the optimal spot for an *après-swim* cocktail or snack. The Maxwell capstans set in the corners will serve the captain and crew well, as this is a 112-ton vessel.

As I walked around her decks, the Voyager 100V continued to

The second iteration of the builder's flagship embraces the go-anywhere ethos of its Voyager line.



show smart outfitting for a long-range trawler, including wide side decks with high bulwarks (with further protection overhead via the flybridge), grab rails in all the right places, and a set of beefy windlasses on her foredeck. She also has robust redundancies, including three backup steering units, two watermakers, and an electrical system backed by transformers, inverters, two 65-kW gensets and large alternators on each of her Cat diesels. In addition, the numerous watertight compartments have their own pumps backed by crash pumps.

We ducked into the machinery spaces, which further illustrated the builder's obsession with redundancy and a commercial, oceangoing ship's approach to craftsmanship. In between the lazarette and engine room, across from the crew quarters, there's a separate, watertight room for the gensets. With the engine room and genset room doors closed, the space is significantly quieter, a benefit for the crew (for the captain, there's a private, en suite cabin abaft the bridge).

One thing I can near-guarantee you won't see on a working



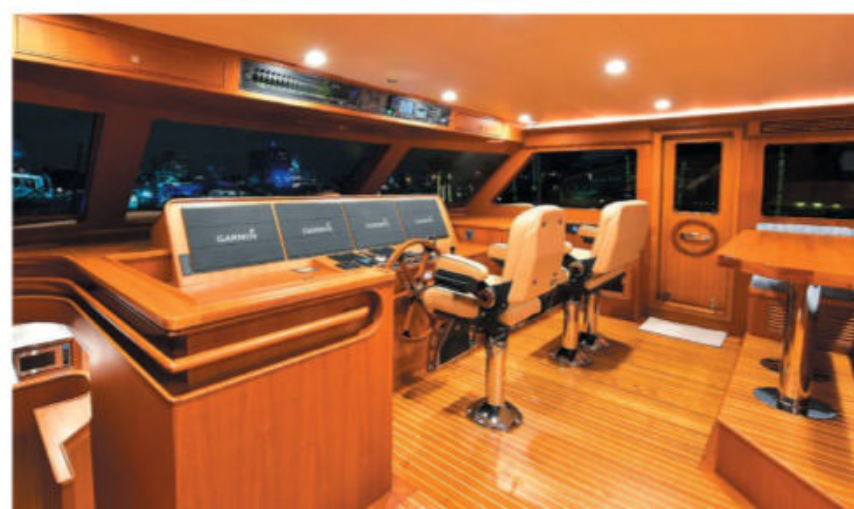
Top: Hull No. 2 has a four-stateroom layout, with a roomy salon and galley finished in warm teak, cut and milled at Marlow's facility from one fallen tree (in a boat of this size, likely two logs) for a near-perfect grain match.



boat: carbon fiber soles in the engine room. For a working area, this space has first-rate comfort, with air conditioning and robust elbow room around the mains and outboard of the engines for the numerous other systems. Gervais pointed out that the engines sit on carbon stringers, and the area is ensconced with a carbon fiber ring frame for stiffness and durability. Dual fuel filters on the 1,900-hp Cats add to her laundry list of redundant systems.

Once abovedeck, I was fortunate to run into the boat's owners, who told me seeing *Ice* in 2019 sealed the deal for them. "I really loved the lines. She looks like a boat," one told me. "A [lot] of what's out there today looks like a floating boxcar."

The owners, who have had several vessels from 37 to 113 feet length overall, also cited her long-range capabilities, the visibility from the skybridge helm, and the technology that goes



Above and right: Marlow buyers have their choice of electronics packages, with "a lot of back and forth" between the builder and owners, according to Gervais. **Middle:** The owner, who told me "I love Cats," went with the 1,900-hp Cat C32s. The engine room is finished with carbon fiber soles, the engines sit on carbon stringers, and the area is ensconced with a carbon fiber ring frame for stiffness and durability.

into her build. “I like modern technology [and] the innovation of the carbon and Kevlar-infused hull,” one said. “I was concerned about weight.”

I also got a chance to speak with Tucker Yingling, her captain, who has piloted full- and semidisplacement boats in aluminum, steel and FRP. This is his first vessel that incorporates Kevlar and carbon fiber in the build process.

“It has been impressive,” he said. “The lightening of the hull and superstructure helps a lot with the stability. I’ve run the boat with the fins, without the fins, with and without the stabilizers, and what we’ve managed to accomplish in terms of stability and draft is awesome.”

The boat is equipped with CMC at-rest stabilizers and a pair of Quick MC² X56 stabilizers. The latter tuck in under the exhaust in the engine room.

According to Yingling, “This boat can deliver the speed.” Marlow says there’s a 22.4-knot top end; on her maiden voyage from Marlow’s yard on Florida’s west coast in 4- to 5-foot seas, she “crushed every wave out there.” At 1780 rpm, she cruises at 15 knots, burning about 7 gallons per nautical mile, according to Yingling. Backing off the throttles allows her to really stretch: Marlow says there’s a 5,254-nautical-mile range at just under 8 knots, and over 2,500 nm at 9.5 knots, both with a 5 percent reserve. ❄

MARLOW VOYAGER 100V

LOA: 100ft.

Beam: 22ft. 6in.

Draft: 5ft. 1in.

Construction: FRP with Kevlar and carbon fiber

Displacement: 224,000 lbs.

Fuel: 6,000 gal.

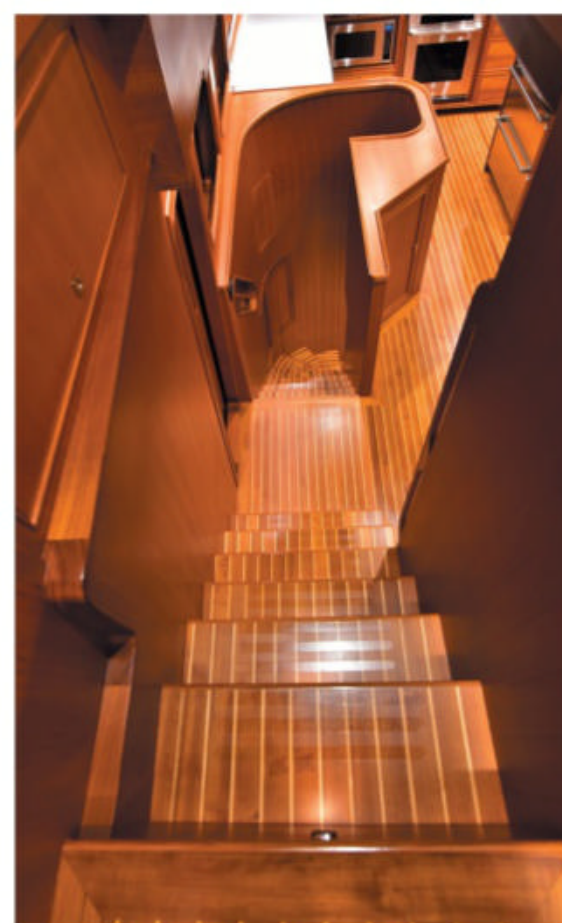
Water: 600 gal.

Engine: 2x 1,900-hp Caterpillar C32

Info: marlowyachts.com



Above: The foredeck entertainment space. **Below, left:** Her forward galley is replete with significant dry storage plus five (each) refrigerators and freezer drawers—she can travel for several weeks without the need to take on sundries. Quartz-Lite countertops throughout the vessel are an ideal contrast to the teak. **Right:** The companionway belowdecks.





Worse-Case Planning

Sure, you've read plenty about how to anchor, but what happens if you become unanchored?

John and Chorlette Copolla were making good time on their offshore run south last fall on *Greyback*, their Kadey-Krogen 55. The counter current near shore was stronger than expected, and the seas less than forecasted. In these ideal conditions, they decided to continue overnight to Charleston, S.C., where they would arrive the next morning. The only drawback with the revised plan is that they would arrive a day before their reservation at the marina. John figured they would just anchor upon arrival and take their slip at the marina the next day.

The popular anchorage in the Ashley River in front of Charleston's marinas is well known to have debris on the bottom, so John attached a trip line to the anchor's crown. It would allow him to pull up the anchor with the fluke or plow pointing downward, thereby reversing its typical setting direction and releasing itself from any potential snags. At the end of the trip line, John attached a plastic gallon jug to act as a float, so he could easily retrieve the line should he need to.

No one knows why issues on a boat happen more often at 2 a.m., but that's about the time an unusual onboard motion caused John to do an anchor check. Once out on deck, John realized the boat was facing the opposite direction of all the other boats at anchor—stern to both the wind and the Ashley River's swift current. Uncertain how this could be, he looked in the dark for the direction of the anchor chain and his trip-line float.

The anchor chain was straight down and slack, and the jug float was nowhere to be seen. It appeared that when the current shifted in the night, the boat's stern swung over the jug float, fouling the trip line in a propeller or a rudder. They were effectively anchored from the stern on 40 feet of trip line.

Chorlette was awake by now. The two contemplated how to release the trip line from the stern. They tried to catch it with a boathook, but it was of no use as the swift current immediately pulled the hook away. Starting an engine wasn't a good idea, as they weren't completely sure where the trip line was, and diving under the boat in this current and darkness was certainly not an option. They had no choice but to stay awake and monitor their position until daylight gave them a clearer perspective of the situation.

As unbelievable as it seemed, they realized they were held in place by a half-inch nylon line tied to the handle of a plastic jug on about a 1-to-1 scope to the crown of their anchor. As daylight broke and the current reversed its direction, the boat slowly pivoted around, and they observed the jug float to the surface from under their stern. It had miraculously freed itself just as easily as it had become caught.

They were now once again secured on the 5-to-1 scope of their anchor chain. Upon retrieval, the gallon jug and nylon line had blue bottom paint on it, evidence of it being wedged under the boat.

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dream

[dri:m] . noun

an aspiration, goal or wish that you hope can come true. where you plant the seeds of your future. a visionary creation of the imagination. that can one day become reality.

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Trip lines are a good idea; I can relay numerous accounts of friends having anchors fouled on bottom debris. I've observed cruising buddies pull up sections of old sailboat masts, uncharted cables, pieces of chain-link fence and more. Without a trip line to

No one knows why issues on a boat happen more often at 2 a.m., but that's about the time an unusual onboard motion caused John to do an anchor check.

pull the anchor up essentially upside down, the plow of most anchors when raised by the shank will only hold an obstruction tighter.

As seemingly random as John and Chorlette's problem was, it's happened to more than one boater, where theirs or another boat becomes fouled in an anchor trip line. The solution is to insert a weak link a few feet down the line from the float. A lightweight

wire tie or string, connecting the trip line together, would allow it to break easily if enough force (like the weight of a boat) were to pull on it. You may lose the float, but that's better than catching the float in running gear or fouling the entire trip line.

Having problems getting free of an anchor are also not unheard of. I know of several occasions when an anchor was fouled without a trip line, and the boater needed to leave the anchor and chain behind on a float so it could be retrieved by a diver or towboat company at a later time.

In rare instances, it may be necessary to free yourself from an

anchor quickly. To accommodate this scenario, secure the anchor chain inside the anchor locker with a length of three-strand nylon line long enough for the line to come out onto the deck when all of the chain is played out. This would allow you to release all of the anchor chain and cut the line quickly.

To accommodate an emergency with a disabled windlass, I know of one yacht manufacturer that equips its boats with bolt cutters intended to cut the chain and free the boat from its anchor.

If you cruise and anchor enough, it is likely you will eventually foul your anchor on something. The important lesson here is to plan ahead and know how you would handle this situation. It will potentially be in the dark of night, and in less-than-ideal conditions. Working through your options ahead of time may allow calm implementation of a solution to what could otherwise be a stressful situation. ⚓



With over 50 years of boating experience, **BOB ARRINGTON** isn't a writer writing about boating; he's a boater writing about the life he lives. With an adventurer's soul and a storyteller's heart, Arrington shares the lessons learned from a life at sea, as a writer, marine industry consultant, lecturer and boat training captain. He and his photographer wife, Dori, cruise extensively aboard their trawler *Liberdade*, always open to the next lesson, and looking for the next story to tell.

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What's not to love about a Nordhavn N41? Think of your initial due-diligence period as a pre-survey, like dipping a toe in the water before jumping in.

Love at First Sight?

Whether you are shopping for a new or previously owned boat, relying on a professional surveyor or trusted friends, you should never fall in love with any boat before your due diligence is complete. The new ride has to be as good as, or better than, the boat being replaced. I think of this initial due-diligence period as a pre-survey, like dipping a toe in the water before jumping in.

On a recent jaunt with a friend to do a pre-survey on a 10-year-old, 40-foot cruiser, he told me the boat was the right size for his growing family's needs. He said he passed the boat every day at his marina, on the way to his 35-footer at the end of the dock. He liked it because his goal was to do weeklong summer cruises before the kids got too busy with their teenage lives. The smaller boat was showing its limitations.

The owner of the 40-footer gave my friend the keys to check out the boat before arranging a sea trial and hiring a surveyor. So, we did a pre-survey. My friend ushered me through the salon and galley, and recited all of the features he liked, including the flat-screen television, the under-counter refrigerator, the air conditioning and the dinette.

But before we headed below to the staterooms, I insisted that we go into the engine room—home base for the most expensive equipment aboard any boat, and, on a used boat, a space that reveals how

Not if you're smart. Take the time to complete a pre-survey before you buy any boat.

the owner cares for his pride and joy.

My friend was yapping about the twin diesels as I lifted a centerline hatch and realized another hatch was beneath the dinette, which would have to be removed for access to the starboard engine. Under the portside sofa was a third hatch, to reach the other engine. The outboard hatches had not been removed in quite some time—not a good sign for routine maintenance.

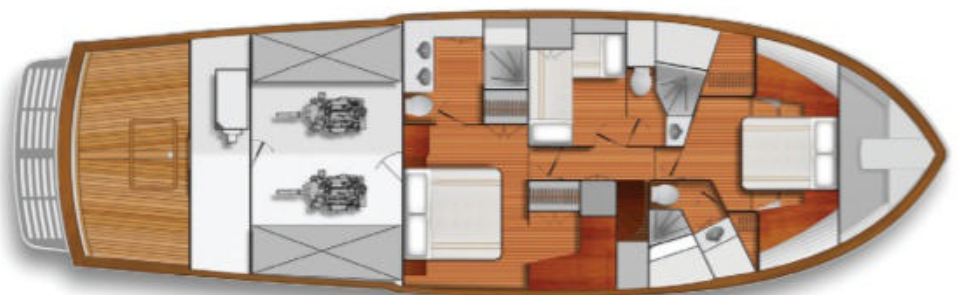
Once I was squished between the V-8 diesels, I could confirm that the owner was not big on engine-room visits. For starters, there were no engine-room lights. Daily fluid checks for the engines could be performed without drawing blood or cracking skulls, but the diesel generator was wedged abaft the starboard diesel, the front of which had an orange coat of rust from the dripping stuffing box that sprayed the machinery whenever the engine was running in gear.

My flashlight also revealed that the water strainer for the genset was a dark globe of mud (and probably marine life), ensuring a difficult experience for its raw-water impeller and the nearly inaccessible water pump. The engines and house batteries were outboard of each diesel; checking the batteries and connections would likely

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be a one-time seasonal effort. There was barely enough space between the top of each engine and the lead-lined insulation under the hatch, a setup that also concerned me.

Had this boat been equipped with smaller, gasoline inboards, things likely could have been easier to get around. But on this boat, the safety and durability of the diesels were seriously compromised by the installation and lack of accessibility. A couple more feet could have made a difference, but a 10-year-old boat would probably require a significant amount of upgrades and maintenance to make it serviceable.

Unfortunately, my friend was more interested in the accommodations. He went ahead and arranged a sea trial, and was pleased with how the boat performed, although his wife noticed blue smoke exhaust coming through the stern, enveloping the cockpit. My friend and the seller agreed on a price pending a survey, and a professional surveyor was brought on to give the boat a thorough inspection, including an oil analysis for the engines and generator.

The surveyor gave the boat poor grades for much of its machinery and systems, including the air conditioning and generator that could not be started. He also discovered wet coring sandwiched

between the waxed gelcoat and the fiberglass near the engine-room vents on both hull sides, as well as some delamination in the cockpit sole and more than a few oozing blisters on the bottom. The old navigation electronics had lived past their prime, and there were questions about the age of the inflatable life raft.

My friend then thought long and hard about what it would cost to repair or replace the various suspect parts. The owner would only budge so far from his listing price.

Ultimately, my friend decided to pass. He plans to use his current boat until he spots a suitable replacement.

I do believe that you should always buy the boat you like, so when it breaks, you only have yourself to blame. But at the same time, boats are not like wine. They do not age gracefully. Even a hardly used boat ages, and low hours can be good or bad in terms of a boat's overall condition.

A pre-survey will not reveal all you should know about a boat, but falling in love before you understand all you need to know can break your heart and your wallet in the long run. ⚓

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ADOBE STOCK

Power On Tap

Understanding how your alternator does its work will keep the electricity flowing.

When your boat is plugged into shore power or running a generator, the battery charger(s) will keep your bank charged up. When conditions don't require that you run the genset, the alternator provides the charge.

How do you know if the alternator properly charges the batteries? What can you look for to monitor the alternator's condition and anticipate problems before a failure?

LOOKING FOR TROUBLE

Let's begin with the alternator belt(s). An improperly tensioned belt can slip in the pulley, preventing the alternator from reaching the required rpm. For conventional V-belts, a good rule is an eighth of an inch of deflection for every inch of span. For serpentine (grooved) belts, you can use a plastic gauge to test for tension, and to

make sure the tensioner on the engine is not jammed or broken.

Look for signs of misalignment or wear—a fine black or gray dust in the immediate area will provide an indication. Since alternators create heat as they work, they have fans behind the pulley to pull air through the alternator. If the belt has been slipping, the alternator can be packed with belt dust, which will cause premature problems.

Excessive heat can indicate impending failure. For this assessment, a temperature gun can be helpful. Since temperatures vary with alternator size and brand, checking regularly to establish a baseline will give you the reference you need.

Boaters without alternate sources of charging, such as generator-driven battery chargers or solar, may want to consider carrying a spare alternator. This is espe-



This alternator has a regulator and diode pack built in internally. Fins have been added to the back to help keep the electronics cooler. If an external regulator was used, it would decrease the heat and vibration and offer many more customizing options to extend the life of the batteries.



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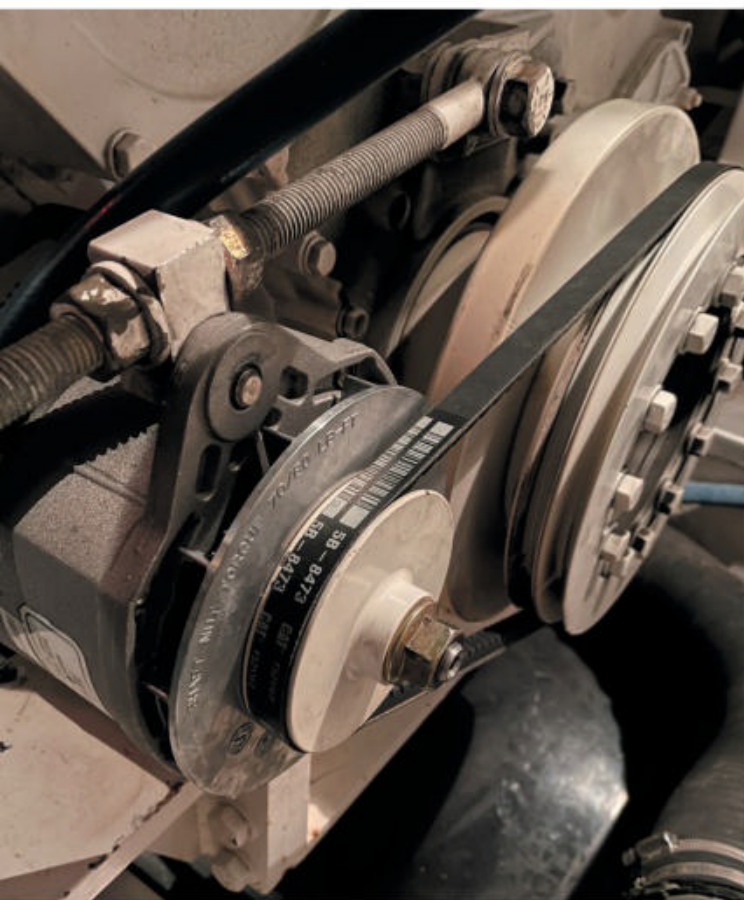
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From top: The threaded rod on this alternator installation eases alternator belt adjustment. Loosening the nut on the outboard side and tightening the inner nut will tighten the belt with precision. Retighten the outer nut to lock the adjustment in place; The cables on this alternator are well chafe-protected to prevent accidental shorts. There are also a number of connections that should be checked for security and cleanliness, including the black fuse holder at the bottom.

cially true if the belt that drives the alternator also drives water pumps on the engine, since a failed alternator pulley could take out the entire engine. Any spare should be checked to be sure it will fit on the engine, and to be sure the pulley is the correct diameter for the belt width.

TURN TO THE BACK

Assuming the belt is OK, make sure there haven't been any leaks on the alternator. It is amazing how many different leaks there can be on a boat. Water and electricity don't play together well, so leaks into an alternator can short out the wiring or create corrosion. Look for antifreeze or water leaks, or evidence of rust or corrosion.

Next, look at the back of the alternator. Find the largest stud, usually with a red wire attached. That will be the output positive wire. Make sure it has not become loose or corroded. Some alternators have separate negative posts that will have an equal-size black or yellow wire; check it as well (you can also use it as your ground for the next check).

If the alternator does not have a ground stud, then it is using its attachment points to the engine as its ground. Find a piece of metal on the engine that doesn't have paint on it to use as a ground. If you can reach the main ground on the block where the battery cable connects, that is even better.

Make sure the battery switches are turned on, and use a multimeter to check for voltage between the alternator output and ground. You should see the same voltage as your battery within about a tenth of a volt or so. If there is no voltage, then follow the positive output wiring. If the engine still has its factory alternator with a built-in internal regulator (more on this below), chances are that the positive wire will run to the starter, where it will connect to the big cable running back to the battery switch. Some engine manufacturers install a fuse or breaker in the alternator output harness that can be checked. If that fuse or breaker is blown or tripped, try replacing or resetting it.

Looking at the back of the alternator, confirm that all the small wires or plugs are well attached and not corroded. In the simplest alternators, these wires turn the

alternator on with the ignition, and output a signal for the engine tachometer.

HOW DOES IT WORK?

To do further troubleshooting, you need to understand what is going on inside the alternator.

The rotor rotates inside a stator. Both these items are coils of wiring around shaped iron. When the belt spins the rotor, it creates a magnetic field that induces current in the windings. Inside a standard alternator is a voltage regulator that tells the alternator how much voltage (and, correspondingly, how much amperage) to output. Also inside is a diode pack (sometimes called a rectifier) that changes the alternator's AC voltage into DC voltage the batteries can use. For the voltage regulator to work, it must have a wire that senses the voltage at the battery, usually run through the engine ignition switch. This setup allows the regulator to adjust the electrical field inside the alternator to increase or decrease the magnetic field and, hence, the output. As the battery nears full charge, the magnetic field is weakened to reduce output, to keep from frying the batteries.

The next check needs to be done with the engine running, so make sure you don't have any loose clothing or hair that can get caught in the belts. Start the engine. Measure voltage at the back of the alternator for a minute or so. Then, compare that voltage reading to the battery voltage without the engine running. If the batteries are a little low (perhaps after powering the ship overnight), you might see 11.9 volts. If the alternator is putting out voltage, you'd expect to see at least 12.5 volts and climbing with the engine running. If the voltage remains at 11.9, there is something else wrong.

Rectifiers have semiconductor diodes that let current flow only in one direction. They are sensitive to excess heat and sudden output changes that can happen if the output is suddenly disconnected. Never turn off a battery switch or alternator breaker when your engine is running. Inexpensive devices such as the Balmar Alternator Protection Module can be installed on the alternator to prevent this type of damage.



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ME AND MY SELENE

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From left: This alternator is showing good voltage output. The multimeter is checking between the positive output post and the alternator ground; This regulator was not working, as the corrosion under the wiring plug was inhibiting a proper sense of the battery voltage. Cleaning the terminals restored proper operation.



You can confirm a failed rectifier by checking for AC voltage on the DC output of a running alternator. Set your multimeter to AC volts, and check between the ground and the positive output. If you see more than 0.5 volts of AC, then the rectifier has likely failed. This test has to be performed with the boat not plugged into shore power and any inverters off—each can add measurable AC voltage into the boat's DC wiring. Because most alternators are wound with three stator windings, there are typically three diode packs. Sometimes, only one or two will be bad, reducing output by a third or two-thirds.

EXTERNAL REGULATORS

Boats requiring more alternator output for large battery banks may have been upgraded to aftermarket alternators with external voltage regulators. An internal voltage regulator fixes the finishing output at a set voltage and holds it there, a setup that can over- or under-charge batteries, depending on outside temperature or type of battery.

You can determine if you have an exter-

nal regulator by tracing the smaller gauge wiring leading from the alternator. If it disappears into the engine's factory wiring harness, then the alternator is likely internally regulated.

Most external regulators are mounted near the engine on a bulkhead. Alternators create heat as they convert spinning energy to voltage, and putting sensitive electronics in that heat path can dramatically shorten their lives. Moving the electronics to a cooler, off-engine site eliminates the vibration and heat, and allows many more capabilities.

TREATING BATTERIES KINDLY

If you have a boat with two or three small lead-acid batteries and you do occasional weekend trips, an internal regulator will serve them just fine in most circumstances, as long as you pay attention to the acid levels. The simple regulator may shorten the life of the battery in some situations, but how much is difficult to measure.

If you get five to seven years out of a battery utilizing internal regulation, and you might gain a few more months with

external regulation, the installation costs might not make sense. But if you have a large battery bank and frequently cycle to 50 percent capacity (or even deeper with carbon foam or lithium batteries), then treating these batteries as kindly as possible with sophisticated charging is a good investment.

Batteries are better served with more precise voltage regulation as they charge. External regulators break down the charging cycle into segments: bulk, absorption and float. Different battery chemistries also favor different charging voltages; optimizing those voltages can prolong battery life. Several major players, including Balmar, Victron, Mastervolt, Wakespeed and Sterling Power, make quality regulators with varying capabilities.

Deep, rapid charging of large battery banks creates heat in the batteries and the alternator. Batteries also charge at different rates for different outside temperatures. A battery at 32 degrees Fahrenheit will require a much higher charge voltage than a battery at 100 degrees Fahrenheit, where that same high voltage would cause the



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The components of a Wakespeed regulator installation including temperature sensor, alternator harness, CAN bus connection, and shunt in lower right corner. By using a shunt to measure amperage going into the batteries, the regulator won't be tricked by other charging sources into thinking the battery charge is greater than it is, thereby prematurely decreasing output.

Don't leave an alternator full fielded. It will overcharge and damage your batteries.

Solar panels, large loads and varying engine rpm can confuse some regulators that only sense the batteries' voltage, causing them to over- or under-charge the batteries, or to limit alternator output, wasting charging capability. If the regulator sees the battery at a high voltage, it will slow the alternator output even if the battery could still take full alternator power.

Regulators such as the Wakespeed WS500 utilize a shunt (a device installed in-line in a wire or cable that has a set resistance) in the battery cable to monitor all amperage regardless of what produces it. This setup adjusts the alternator output accordingly. Smaller wires connected on each side of the shunt can then be used to accurately measure amperage. This regulator also has a provision for a minimum tachometer field that will prevent the regulator from completely turning off the field, thereby dropping out the tach, which can be a problem with some external regulators.

POWER ON TAP

When your battery bank runs large loads like air conditioning or a DC gyrostabilizer, or you spend days at anchor without a genset, you will have a large investment in that battery bank and will want to protect it with a sophisticated charging profile and clear monitoring.

Replenishing the power in our batteries while we motor is central to how most of us use our boats. Greater alternator outputs and more sophisticated regulators can speed up large battery bank replenishment and offer increased flexibility at anchor. Understanding how your alternator works will keep the juice flowing. ⚙️

battery to boil. Feeding the regulator with temperature information from thermistors mounted to the batteries allows the regulator to adjust those voltages.

Similarly, if an alternator has a thermistor mounted to it, the regulator can ramp down output if the alternator temperature starts to exceed safe limits. This can be especially true with large lithium battery banks, which can often accept the maximum alternator output until they are nearly full. A regulator that has the ability to let the engine get up to speed before the alternator begins charging eases starting and initial warming up of the engine.

MORE TESTING

A few more troubleshooting checks can be performed with an externally regulated alternator. Make sure the regulator turns on when the ignition is activated. A blown fuse or poor ground might be the problem. There will also be an output for the field wire to the alternator and a stator wire. Each should be checked for continuity and proper connection.

Malfunctioning temperature sensors can also affect output. The usual trouble-

shooting step is to remove their wiring temporarily from the regulator. Some regulators have Bluetooth capabilities and will connect to NMEA 2000 for monitoring, or connect to proprietary computer interfaces for diagnosis.

To diagnose an external regulator failure, one simple alternator check, called "full fielding" the alternator, can be performed. Research your specific alternator type for this test, in which you attach a jumper wire between the output wire (which you've just verified has battery voltage) and the field terminal on the back of the alternator (after disconnecting the alternator's existing field wire and taping the end so it doesn't short). If possible, use a jumper wire that has a 12-volt light soldered in-line. The light bulb creates a small load that slightly drops the voltage from a complete full field, offering a safety factor.

If, with the engine running, the alternator makes the battery voltage rise rapidly, then the external voltage regulator is damaged. This test bypasses the voltage regulator, causing the alternator to charge at its maximum capacity. If the voltage does not rise, then something else inside is damaged.

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BEYOND THE GREAT LOOP

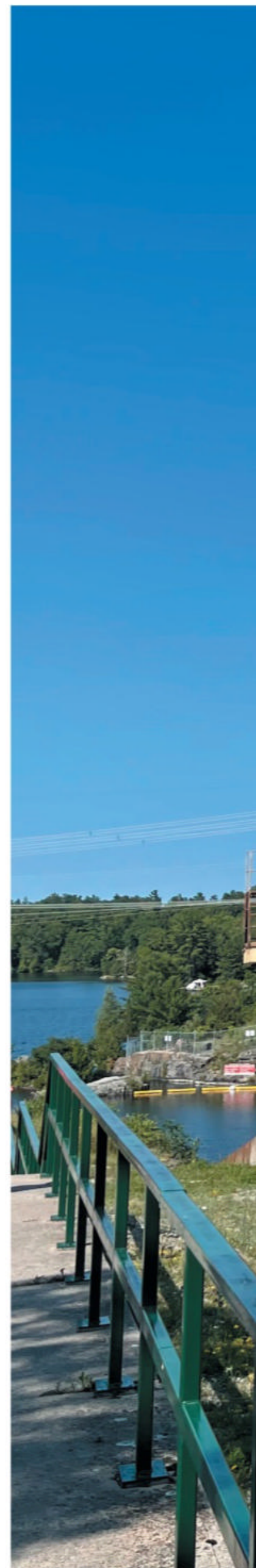
story + photos JIM AND CUQUI LESHAW

Approximately 99 locks, one marine railway, 3,827 geese, more than 100 tiny towns, and countless new friends and acquaintances. That's just a small portion of what we encountered on our three-month, 1,600-nautical-mile summer cruise through portions of Canada's Great Lakes and historic canals: from the Erie Canal into Lake Ontario and the Thousand Islands archipelago, the Rideau Canal to Ottawa, the Trent-Severn Waterway, Georgian Bay and the North Channel of Lake Huron, before re-entering the United States and proceeding to Lake Michigan.

Canada's inland waterways are renowned as some of the most beautiful cruising in North America. Generally speaking, the water is crystal clear and tends to be deep, often dropping to 50 or more feet within yards of the shoreline. Despite the depth, many of the most popular cruising grounds are dotted with large rocks just above or below the surface—adding to the beauty, but requiring careful navigation. The wildlife is abundant, the people are friendly, and the many small towns are welcoming.

We purchased *Thing 1 Thing 2*, our 34-foot PDQ catamaran, new in 2005 on the Canadian side of Lake Ontario. Despite this, we had no real experience or local knowledge in Canadian waters. The demands of young children and jobs forced us to transit Lake Ontario to our home port of Key Biscayne, Florida, in only nine days, leaving little time to experience Canada. This was *Thing 1 Thing 2*'s first trip back to Canada, and our first cruise through the country.

We picked up and provisioned *Thing 1 Thing 2* in late May on the Erie Canal, where



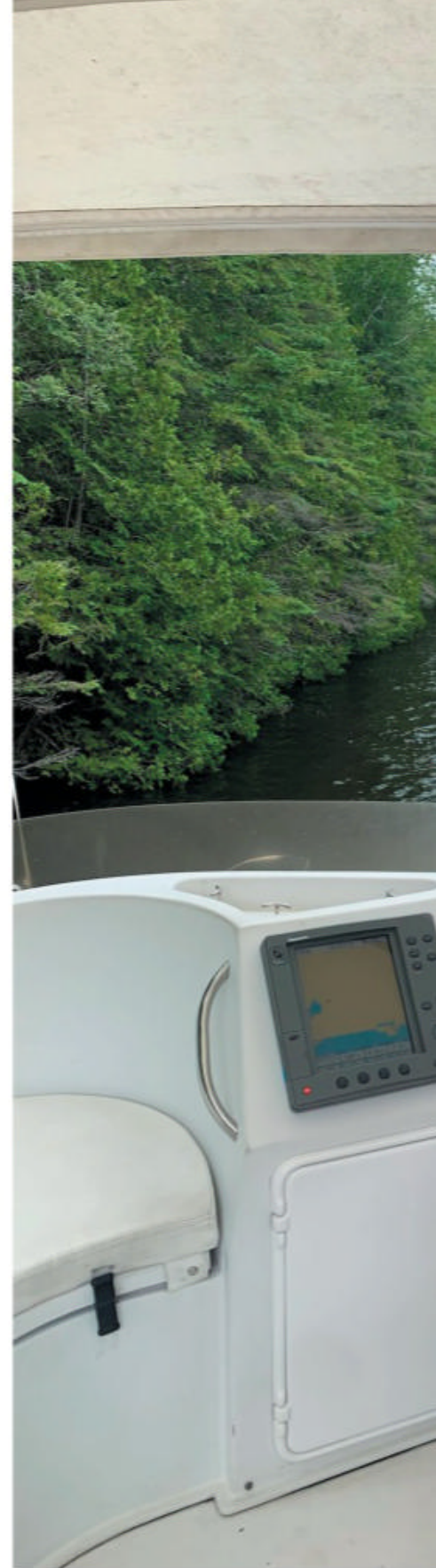
The Big Chute Marine Railway connects the Trent-Severn Waterway to Georgian Bay. It was completed as a temporary lift during World War I and has been retained both for historical reasons and to prevent the migration of zebra mussels into Lake Huron.





We had two goals upon entering Canada: to reach warmer climes before it got too cold, and to continue along Lake Michigan south past Chicago to the rivers leading to the Gulf of Mexico.

Left: The Peterborough Lift Lock relies on gravity rather than electricity to raise and lower water levels. It can handle boats up to 65 feet. **Right:** Grass Creek is one of the Trent-Severn's narrowest portions. There is no room for two vessels to pass, requiring skippers to call on Channel 16 before entering to confirm there is no opposing traffic. **Facing page, right:** Cuqui Leshaw minds the foredeck as *Thing 1 Thing 2* locks through on the Trent-Severn.



we had left her the previous winter. We then proceeded up the Erie and Oswego canals in Upstate New York, continued a short distance along the northeast coast of Lake Ontario to the St. Lawrence River, and cruised into Canada via the small customs port of Gananoque, Ontario, in the heart of the Thousand Islands. We had no plans for the summer other than to stay in Canada until it got cold, and then continue through Lake Michigan south past Chicago to the rivers leading to the Gulf of Mexico. (When checking in by phone, do not explain to the customs and immigration officer that you do not know how long you will remain in the country. The admission can lead to an order not to leave the boat until customs officers arrive for an in-person inspection of your boat and travel documents. It happened to us.)

THE THOUSAND ISLANDS

After clearing customs, we explored the Thousand Islands. The archipelago, which actually has nearly 2,000 islands, is bordered by New York to the south and Ontario to the north. Most of the islands are privately owned or Canadian government land. Many of the pri-

vately owned islands host one or more “cottages” that can consist of anything from a small fishing shack to a mansion.

The publicly owned islands are maintained by Parks Canada, the Canadian version of the National Park Service in the United States. We met hundreds of Parks Canada personnel as they maintained not only the public lands, but also the locks and mooring walls along the Rideau Canal and Trent-Severn Waterway. They were uniformly friendly, knowledgeable and helpful.

Many of the publicly owned islands have docks, mooring balls and trails, all superbly maintained and accessible for a small fee. Parks Canada sells an annual pass in the form of a sticker attached to the boat (one for mooring, another for lock passage). The annual mooring and lock passes also entitled us to spend nights tied to lock walls along the Rideau Canal and Trent-Severn Waterway. We paid approximately \$450 U.S. for the annual passes, split more or less evenly between the lock and mooring passes.

We estimate that we spent more than 40 nights tied to Parks Canada walls, resulting in a bargain-basement price of less than \$6 per night. The park system operates on the honor system; many of the



docks have small boxes where visitors without annual passes may deposit the correct amount of money or write their credit card and other information on a card. This same box is also used to pay for firewood.

THE RIDEAU CANAL

From the Thousand Islands, we went to Kingston, a large (defined by us as a place with multiple grocery and liquor stores), vibrant city on Lake Ontario, a short distance from the St. Lawrence River and the southern end of the Rideau Canal. We reprovisioned and spent a few days enjoying the eclectic restaurant scene before heading to the Rideau Canal.

The decision to transit the Rideau Canal was the result of good advice we received from Parks Canada personnel and local boaters. The canal is actually an approximately 125-mile series of lakes connected by canals. The terrain varies but consists of horse farms, swampland, residential areas and lakes with islands whose well-kept cottages are accessible by boat in the warmer months.

The canal consists of 47 locks, most of which were built in the

early 19th century. The Rideau extends north from Kingston to downtown Ottawa, the Canadian capital. When we traversed the Rideau at the beginning of the season, there was very little traffic. We typically locked through without any other boats but were sometimes joined at a lock wall for the night by one or two other boats transiting north or south.

The locks are still operated manually by a combination of professional, seasonal lock tenders and students. Each lock requires the opening and closing of doors by a series of chains attached to hand-operated wheels. The locks do not open until 9 or 10 in the morning, and they close between 5 and 6:30 p.m. The lock tenders communicate by cell phone. The general protocol is that arriving vessels tie up on the lock's blue line (which is painted on the lock wall). The lock tender will often walk down to chat, offer advice on upcoming trip highlights, and call the next lock to advise that a boat is on the way, or to inquire whether there is space to overnight at the next lock (availability was never an issue for us).

Highlights of the Rideau Canal are Colonel By Island, which once purportedly hosted Frank Sinatra and other luminaries. The



remainder of the island is wild other than some hiking trails where we spotted multiple deer. We also enjoyed the town of Westport, with its friendly vibe and Scheuermann Vineyard and Winery, a family-owned place with delicious pizza and tortilla chips, both cooked over an open outdoor fire.

The highlight of the Rideau Canal for many cruisers is the City of Ottawa. There's a tie-up wall in the historic downtown (included in the Parks Canada seasonal mooring pass) across the street from Parliament Square and just above the Ottawa Staircase, a series of eight locks dropping boats 79 feet to the Ottawa River, which connects to Montreal, Quebec City and the St. Lawrence Seaway. We enjoyed the trip along the Rideau Canal so much that we chose to reverse our course back to Kingston when our 20-year-old son, Andy, joined us.

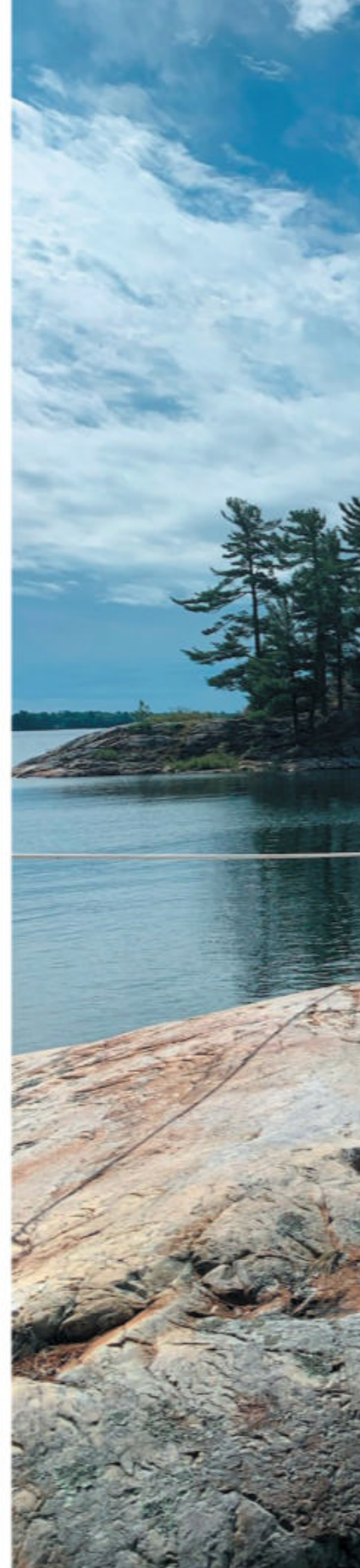
THE TRENT-SEVERN WATERWAY, GEORGIAN BAY AND THE NORTH CHANNEL

After our return to Kingston for two days of provisioning, we navigated *Thing 1 Thing 2* for a short, pleasant trip through Lake Ontario and across the Bay of Quinte to Trenton, the southern end of the Trent-Severn Waterway. The Trent-Severn connects Lake Ontario with Lake Huron to the north. While it's possible to transit the 240-mile waterway in as little as a week, for us, it was an enjoyable two-plus-week trip at about 7 or 8 knots.

We transited 43 locks, the famous marine railway, multiple swing bridges with 5-foot clearances, and a multitude of historic towns. One of the highlights of any trip through the Trent-Severn is the Big Chute Marine Railway that you need to see in person to appreciate. It's a World War I-era structure that lifts boats as long as 100 feet out

Above: Enjoying an evening fire in the Massasauga Provincial Park on Georgian Bay.

Right: At anchor in a small cove on the North Channel. The cove, large enough only for a single vessel, does not afford swing room, requiring a bow anchor and a stern line tied to a fixed object on shore. **Facing page:** *Thing 1 Thing 2* inside one of the hand-operated locks on the Rideau Canal, which goes from Lake Ontario to Ottawa.



of the water and transports them about 100 yards to an otherwise unconnected body of water. All vessels transiting the Trent-Severn are required take this ride.

The next stop was the town of Midland, Ontario, for reprovisioning, fuel, pump out, and a bit of rest and relaxation before entering the much more remote cruising destinations of Georgian Bay and the North Channel. Georgian Bay is a large (5,800 square miles) bay in Lake Huron. Many cruisers told us they consider this region to be the most beautiful freshwater cruising in the world. After cruising Georgian Bay and the North Channel, we agree.

Georgian Bay Biosphere Reserve is an archipelago of more than 30,000 rock islands, the largest freshwater archipelago in the world. Many of the islands have one or more cottages supplied by an armada of small landing craft and float planes. Most cottages draw their drinking water directly from the bay, where water depths can go from 40 feet to less than 2 feet in a boat length. Even marked channels are littered with rocks just above or below the water's sur-



face. Groundings and prop strikes are so common that many marinas offer prop swap services.

Unlike the Rideau Canal and Trent-Severn, Georgian Bay has few towns. It is littered with small to midsize anchorages. Boats are required to be self-sufficient in this area, including food and fuel. We anchored our entire stay in Georgian Bay. Because of the depth of the water and lack of swing room in many anchorages, we would drop an anchor from the bow, then reverse toward shore and tie a stern line to a rock or tree. After a bit of practice, we perfected the art of the stern tie, dropping a kayak overboard, paddling to an island with stern line in tow, and tying it to a sufficiently solid object in less than five minutes.

We chose to take the “small craft” route, which is suitable for boats smaller than 70 feet, but that length overall is likely pushing it. After spending about two weeks transiting Georgian Bay, we continued past the town of Killarney and into the North Channel. The North Channel of Lake Huron extends approximately 160 nautical miles



to the west. Like Georgian Bay, the North Channel is remote, and vessels are required to be self-sufficient. The water, however, is far more open than Georgian Bay’s small craft route, and anchorages are more abundant, though still often require a stern tie to land.

In addition to the North Channel’s natural beauty, we enjoyed visiting some of the small towns on Manitoulin Island, which runs much of the south side of the North Channel. Manitoulin Island is the world’s largest lake island. Each of the small towns we visited, including Manitowaning, Kagawong, Gore Bay and Little Current, has its own personality as well as a municipal, full-service marina. We were lucky enough to be invited to Wiikwemkoong for Canada’s largest First Nation powwow. In Kagawong, we hiked to beautiful Bridal Veil Falls for a swim under the remote waterfall. Another highlight of the North Channel was our trip through the white cliffs of Baie Fine to “The Pool,” where we anchored for the night and hiked to the crystal-clear waters of Topaz Lake for a swim.

What made the summer even more special was the many friends we made along the way. We repeatedly encountered many of the same boats, run by cruisers from all parts of the United States and Canada. We shared innumerable locks, overnight walls, anchorages, advice, boat tales, dock tales, lock tales and rock tales. Many of our new friends were Great Loopers doing the trip for the first time. Some were locals who knew the waters. All were friendly, quick to catch a dock line, offer advice or tell an interesting story.

We had two goals upon entering Canada: to reach warmer climes before it got too cold, and to continue along Lake Michigan south past Chicago to the rivers leading to the Gulf of Mexico. Even the best-laid plans are subject to change; we enjoyed Canada so much that we laid *Thing 1 Thing 2* up for the winter in Sturgeon Bay, Wisc., on Lake Michigan to permit us to return to Canada next summer before continuing south to our home port of Key Biscayne via the Great Loop river route. ❄️

CROSSING THEIR WAKE



We'd like to recognize and congratulate those boaters who have

completed the Great Loop in 2022. Those vessels with a asterisk crossed their wake for a second time and became Platinum Loopers, with *Francesca*, a 39-foot Bayliner, completing the Great Loop for the third time. Cheers to the AGLCA-Verified Fleet of 2022!

9 1/2* Jefferson 42	Buena Vida Jefferson 42	Destination II* Sea Ray 40
Acushla Mainship 34	Bushranger Marine Trader 38	Destiny Pilgrim 40
Adagio CHB 42	C. Marie Great Harbour 47	Destiny Catalina 34
Adrift At Last Selene 53	C'est Bon* Mainship 40	Dog House Jeanneau 33
Adventure Awaits Sea Ray 40	Callin In Gone Marinette 32	Dolce Vita Carver 46
Alvin James Great Lakes 33	Calucy Too Mainship 39	Dutch Treat Ocean Alexander 52
Always Trust Your Cape* Grand Banks 47	Calypso Mainship 39	Ebbtide Sealine 47
Amy Marie Ranger Tug 27	Carousel Grand Banks 46	Elaine May Monk 36
Anna Mae Ranger Tug 29	Carpe Diem Grand Banks 46	Eros Mainship 41
Après Sail Sabreline 36	Cashelmar Kadey-Krogen 36	Escapade* Custom 54
Archimedes II Sea Ray 40	Cavu Kadey-Krogen 52	Escape II Sea Ray 39
Aurora Beneteau 41	Chequamegon Ark Silverton 46	e-Sea Livin' Monk 40
BaBoo Sabre 48	Christine's Phantom Hatteras 53	Exhale Carver 40
BAR-B-Q Ranger Tug 31	CJ's Sealine 44	Exterior Endeavour 44
Barefeet Selene 47	Classea DeFever 41	Faith DeFever 52
Benita Albin 33	Compass Rose Mainship 40	Far Away Viking 56
Big Bunda Cruisers 45	Currently Ranger Tug 29	Fire Escape DeFever 44
Blondie II Navigator 42	Das Boot Hershine 37	Fjaka PDQ 32
Blue Merle II Meridian 47	Dashaway North Pacific 43	Fluid Plan Mikelson 43
Blue Yonder Kadey-Krogen 44	Dawg Haus Sea Ray 37	Flying Colors Meridian 47
Boomerang Nordic Tug 42	Daydream American Tug 37	Forever Young Kadey-Krogen 36
		Four Pikes III Sea Ray 50



"The trip of a lifetime. Angela and I met so many great people and went so many great places during our adventure. It was everything we had hoped it would be and more. To those we met, whether we met one time at the dock, shared a lock, or traveled together for days, you will all be a part of our memories."—Scott Jones & Angela Brown, *Sea Ray* 44

Francesca** Bayliner 39	Happy Daze Mainship 43	Janthina DeFever 48	Last Pairing Cutwater 34	Mirth President 42
Free Spirit Kadey-Krogen 48	Happy Place Marine Trader 44	Joy Sea Ranger Tug 29	Le Soprano Carver 42	Morning Prayer DeFever 43
Freedom Cruisers 48	Heliopause* Prestige 59	Just Another Day Tiara 36	Lee Ann Monk 36	Mountain Mermaid Offshore 54
Full Circle Carver 56	Here's To Us!!* Carver 50	Just Do It Ranger Tug 25	Leeward Grand Banks 36	My Time Too Med Yacht 45
FuzzyLogic Leopard 40	Highwind Endeavour 48	Just Passin' Thru Monk 36	Lega Sea Sea Ray 38	Nano Ranger Tug 27
Gayle Anne Fleming 55	How Sweet It Is Silverton 41	KDLou Kadey-Krogen 36	Legacy Nordic Tug 34	Nautoncall Marine Trader 40
Gemini Great Harbour 37	Howano Fountaine-Pajot 37	Kittiwake Bayliner 45	Legacy2 Grand Banks 43	Navigator Helmsman 40
Gemini Gypsy Ranger Tug 29	Hydrotherapy Marlow 49	Knot Busy Ranger Tug 29	Let Time Go Lightly Aquila 36	Nepenthe Monk 36
Godspeed Mainship 39	Imagine Mainship 40	Knot Diggin Carver 42	Liberty Call Cruisers 46	Never Land Fleming 50
Godspeed II Overseas 41	Impulse II Chris-Craft 38	Knot Fantasea Sea Ray 45	Life's Short, Live It* Mainship 39	New Adventure Mainship 34
Gratitude MacGregor 26	Indigo Krogen Express 49	Knot Again Eco Trawler 33	Limes MJM 40	New Horizon III Hydro-Sports 30
Great Escapes Bayliner 45	Inked Mermaid* Endeavour 44	Knotty Dogs Ovation 50	Linda Lou Beneteau 44	Next Chapter Tiara 40
Green Eyes Nordic Tug 26	Island Time Mainship 43	Lady B Riviera 50	Long Recess Ranger Tug 27	Nice Landing Symbol 50
Gypsea Marine Trader 36	Its OK 2 Sealine 44	Lady Jane Grand Banks 36	Matoaka Ocean Alexander 45	No Rush Nimble 44
Gypsy Soul Shannon 36	Jackalope NorSea 27	Lady Kadey Kadey-Krogen 42		

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CROSSING THEIR WAKE



"A rewarding adventure. Challenging at times, but very much worth it. Thanks to all the great folks we met along the way, and thanks as well to all who followed and/or commented on our YouTube channel, *Just Passin' Thru*."

—Eric Cruise & Sharon Farr, *Monk 36*

"Extraordinary adventure." —Tom & Carole Miller, *Prestige 58*



"This was a great 7,000-plus mile adventure to share with our kids. We learned a lot about America's history and many of the small towns that built it. Additionally, our family really bonded and learned to work together in all kinds of conditions."

—David & Amy Wright, *Nordic Tug 42*



"A 30-year dream come true. ... It was the experience of a lifetime! Breathtakingly beautiful sunsets over unfamiliar waters surrounded by newfound friends was everything we hoped it would be, pure joy! Jim, Joe Dirt and I were blessed with safe travels and calm seas for the 6,800 miles we traveled."

—Jim & Rebecca Amelung, *Bayliner 50*



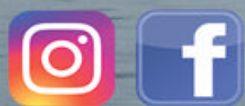
"We officially crossed our wake on Monday, April 18, 2022. The Loop was definitely an adventure, challenging at times, and a memorable experience. We met fantastic locals, shared docktails with fellow Loopers, and discovered parts of America that are hidden away. To those Loopers still cruisin', keep that burgee blowin' and Looptillas floatin'. To those Loopers just startin', ya'll are in for the trip of a lifetime."

—Jim & Paige Beck, *Sea Ray 38*

No Rush Camano 31	Our Magic* Sea Ray 54	Radius Grand Banks 42	Sakado Monk 36	Shellerina Mainship 39
Nothing To Plunder Sea Ray 44	Our Shot Prestige 59	Ramblr PDQ 34	Sans Souci III Sea Ray 51	SidePiece Prestige 45
Oceanus Albin 36	Out Of The Blue Island Gypsy 36	Rebecca James Bayliner 50	Sapphire Sabre 36	Sidetracked Aspen 43
Off Leash Greenline 45	Patricia Anne American Tug 34	Red Knot Cutwater 39	Sea Mountain Ranger Tug 29	SilverLinings Carver 48
Oh Happy Days Mainship 40	Patriot Grand Banks 42	Redemption Californian 45	Sea Sorolla Endeavour 36	Sisu Meridian 42
Online Meridian 48	Phoenix Grand Banks 49	Remedy Eastbay 40	Sea Stories Meridian 40	Skafos Mainship 40
Orion North Pacific 43	Pivot Sea Ray 51	Reverie Mainship 39	SeaBatical DeFever 49	Slainte Krogen Express 50
Our Adventure Too Silverton 46	Positive Latitude Mainship 43	Royal Coachman III Endeavour 40	See Life Selene 43	Son of a Sailor Viking 47
Our Dash Hatteras 40	Post Script Carver 44	Sabbatical* Albin 36	September Hatteras 50	Spontaneous Camano 31
	Prime Interest II Bayliner 47	Safe Haven* Mainship 40	Serendipity Chris-Craft 50	Star Dust Meridian 36

Starlight III Kadey-Krogen 42	The Grand Wazoo North Pacific 45	Two T's Aweigh Sea Ray 45
Stepping Stone Fleming 55	The Great Life Marine Trader 44	Uno Mas Sealine 47
Stray Cat Endeavour 48	The Perch* Silverton 41	Van Ta Sea Meridian 46
Subject to Change DeFever 49	The Rule of 72 Grady-White 30	Varlabania Ocean Alexander 48
Summer Breeze Catalina 22	The Wright Choice Nordic Tug 42	Volga Ranger Tug 27
Summer Girl Uniflite Coastal Cruiser 37	Third Swan Nova 39	Voodoo Ranger Tug 29
Sunset Sea Ray 40	Time Well Spent Kadey-Krogen 39	Wait A Minute Golden Star 35
Superior Passage Camano 31	Tipsy Turtle Grand Banks 42	WaterMarks Carver 45
Surprise Grand Banks 42	Tomijean Prestige 49	Wayward American Tug 34
Sweet Haven Mainship 40	Top Secret* Bayliner 40	Why Me, Lord? Marine Trader 50
Talisman Fairline 48	Tortuga Glacier Bay 27	Wild Life Mainship 39
Taurus Navigator 48	TrEd Water Sea Ray 48	Wine & Roses Catalina 36
Taylor'd for 2 Bayliner 45	Tricia Anne Riviera 44	Y Wait Sea Doo 12
The Bles-sing Silverton 43	Turn The Paige Klacko Spars 40	

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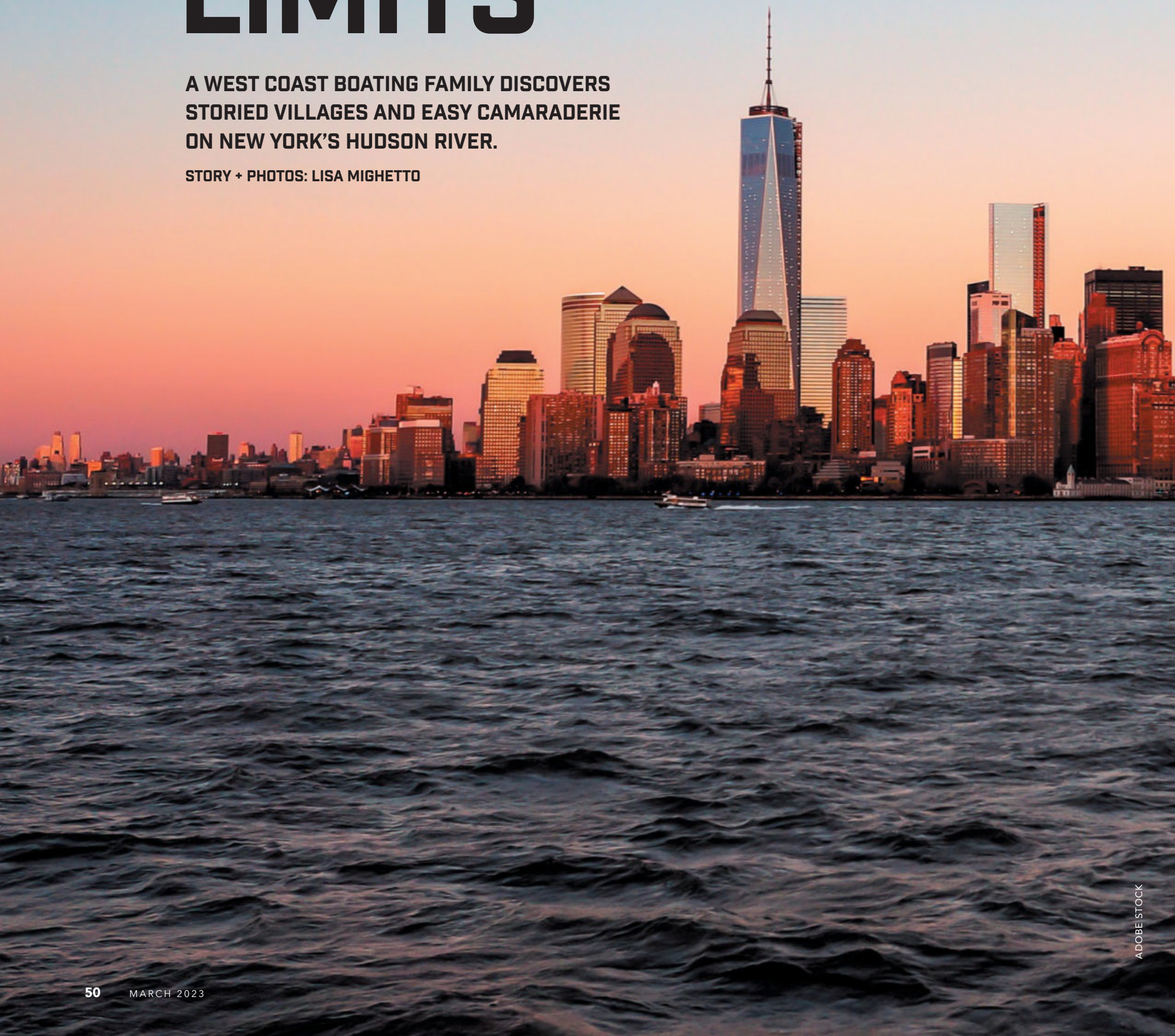
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OUTSIDE CITY LIMITS

**A WEST COAST BOATING FAMILY DISCOVERS
STORIED VILLAGES AND EASY CAMARADERIE
ON NEW YORK'S HUDSON RIVER.**

STORY + PHOTOS: LISA MIGHETTO





It was a difficult choice. My sister-in-law and her spouse invited us to join them on *Calypso*, their Mainship 390, for a cruise anywhere along the Great Loop—a circumnavigation of the waterways of the Eastern and Central United States.

"How about Florida?" my husband, Frank, asked, thinking we could join his sister at the beginning of her yearlong adventure. "Or the Dismal Swamp?" But that sounded more mysterious—and hot—than this Seattle-based sailor could handle.

"The Chesapeake would be interesting," Frank suggested. "We could try the blue crab."

After considering the varied destinations of the Loop, we decided on the Hudson River Valley segment. As West Coast sailors, we knew that cruising up an Eastern river in a trawler would be a novel experience for us. As a historian, I wanted to see the waterway that had inspired so many artists and writers throughout the centuries. And could there be a more exciting departure point than New York City?

THE RIVER

Calypso picked us up at a busy dock in Manhattan on a sunny day in June. By that time, my in-laws Pat and Steve Stanley, who started the Great Loop on the Gulf Coast, had already logged more than a thousand miles. New York Harbor was bustling with tankers, tugs, ferries, sailboats and other trawlers as we boarded the boat for the first time.

Our time at the Chelsea Piers dock was brief, and Pat invited us to the flybridge to view the scene as Steve navigated through the remnants of an old wharf. The Statue of Liberty, always a thrill to view from the water, was visible in the distance as we turned upriver, gliding past what might be the world's most impressive city skyline. When we cruised under the George Washington Bridge, the skyscrapers and boat traffic began to recede, and the shoreline quickly gave rise to the steep cliffs of the Palisades.

The noise of the city was quickly forgotten as we drifted past the places of Hudson River lore: Spuyten Duyvil (a "spouting devil" of tidal currents), Riverdale, Hastings-on-Hudson, Ardsley-on-Hudson, Sleepy Hollow, Scarborough and others. While we had traveled just a few miles north of Manhattan, a different world lay before us. This is a riverscape lush with deciduous trees and dense foliage covering low-lying hills, still looking very much like the paintings of Thomas Cole and Asher Brown Durand of the Hudson River School—a movement that brought visibility to American art in the 19th century. You could almost see Rip Van Winkle or Ichabod Crane on the leafy shore.

A few miles upriver, we encountered another famous structure: the Tappan Zee Bridge. This massive cable-stayed structure, which replaced an older version and is officially named the Governor Mario M. Cuomo Bridge, opened in 2017 and reveals how the new blends with the old along the river. Soon after making way under the bridge, the historic Tarrytown Lighthouse, a conical tower erected in the 1880s, appeared almost immediately on the east bank, in the community of Sleepy Hollow.

While vessel traffic had decreased since we left Manhattan, *Calypso* was rarely alone. The Hudson is a river of boats, including commercial and recreational craft, large and small. At Tarrytown, we passed multiple barges and tugs, while kayaks poked along

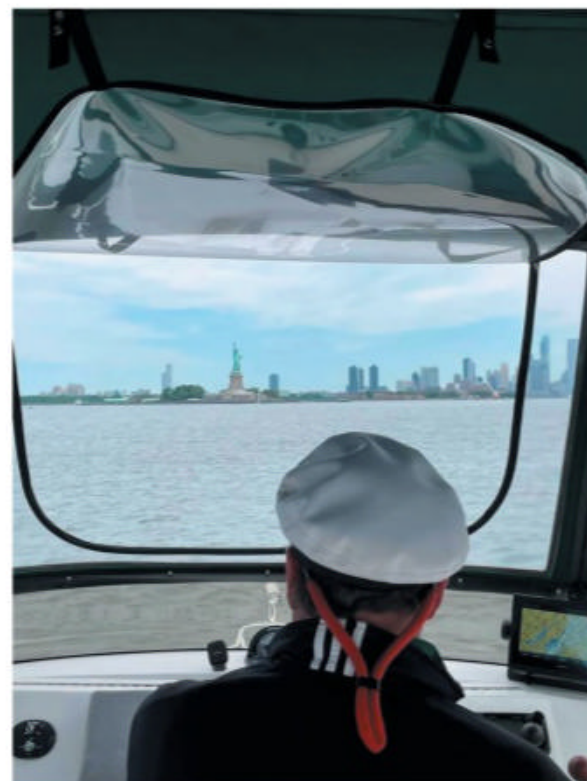
the shoreline. In front of us, sailboats tacked across the river in light air. Other Loopers occasionally cruised by in their trawlers, which Pat identified on NEBO, the boat-logging app used by members of the America's Great Loop Cruisers' Association. Pat and Steve keep a notebook of boat cards from other loopers they meet, which they consulted each time an association boat showed up on the app. An estimated 400 vessels were doing the Loop in 2022, and these boaters form a tightknit community.

THE BOAT

Our first overnight stop was Half Moon Bay Marina, an association sponsor. Located next to Croton Point Park and the river walkway, it is an idyllic spot. As we docked, Steve engaged the bow thrusters and we eased into our slip—a perfect landing.

Our first activity was a toast to Neptune to celebrate our safe passage. It is a family tradition that Pat and Steve have shared with us on many cruises. The flybridge offered a view of the sunset, and we watched herons gliding over the bay between the sailboats at anchor, while Steve serenaded us on his trumpet.

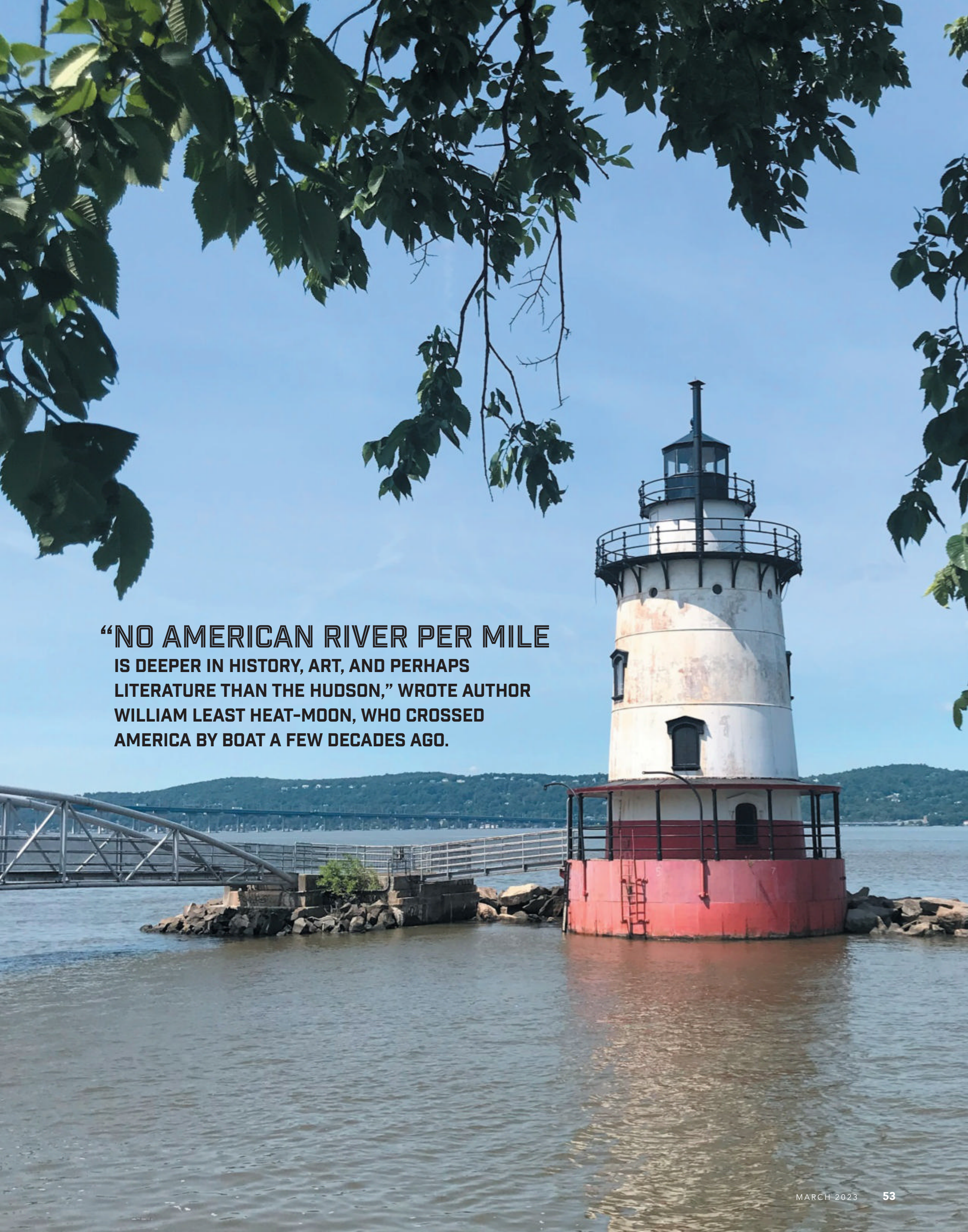
Frank and I were now free to become more acquainted with the features of *Calypso*. The Mainship 390 has a fuel-efficient, single diesel



ADOBE STOCK

Top: New York Harbor was the ideal starting point for the West Coast-based sailors to experience part of the Great Loop. **Middle and bottom:** Heading north through Manhattan, beyond the George Washington Bridge and along the New Jersey Palisades. **Facing page:** The historic Tarrytown Lighthouse, erected in the 1880s.

**OUTSIDE
CITY
LIMITS**



**“NO AMERICAN RIVER PER MILE
IS DEEPER IN HISTORY, ART, AND PERHAPS
LITERATURE THAN THE HUDSON,” WROTE AUTHOR
WILLIAM LEAST HEAT-MOON, WHO CROSSED
AMERICA BY BOAT A FEW DECADES AGO.**

THIS IS A RIVERSCAPE LUSH

WITH DECIDUOUS TREES AND DENSE FOLIAGE, STILL LOOKING VERY MUCH LIKE THE PAINTINGS OF THE HUDSON RIVER SCHOOL—A MOVEMENT THAT BROUGHT VISIBILITY TO AMERICAN ART IN THE 19TH CENTURY. YOU COULD ALMOST SEE RIP VAN WINKLE OR ICHABOD CRANE ON THE LEAFY SHORE.





laid side-by-side. “I think the guest beds are two wine boxes apart,” she informed us.

Pat and Steve purchased their Mainship 390 specifically to do the Loop, and they quickly learned why it has been the most popular choice for loopers “crossing their wakes” in recent years.

“The flybridge is wonderful,” she said. “We can drive from the upper helm and have a great view of the waterway, traffic and obstructions. We also like having the lower helm during heavy rains and/or rocky conditions. There is less swing from the lower deck, and the windshield wipers help with visibility.”

The flybridge was my favorite spot, too. When it came time to sleep, Frank and I brought our blankets up there, where we could feel the cool breeze and the flow of the river, while listening to bird calls and crickets. We are sailors after all, used to spending time in the open air.

THE PEOPLE

Our next stop was the Cortlandt Yacht Club, another America’s Great Loop Cruisers’ Association sponsor, located next to Montrose Point State Forest. Frank and I had never encountered friendlier people at a marina. After helping us dock, they offered detailed advice about exploring the nearby lakes and villages on foot.

Convinced, we went for a walk to historic Verplanck, where signs identified sites from the Revolutionary War era. The past echoes strongly here. This is the place George Washington encamped with the Continental Army in preparation for crossing the Hudson at Kings Ferry. It is also where Washington presented medals to the patriots who captured Major John André, a British spy associated with Benedict Arnold.

That afternoon, our dock neighbor suggested that we go to dinner in town. Learning that we had no car, he offered to drive us to a restaurant called Fat Sal’s, providing us his personal number for our ride home. Our meal, served outdoors in the June air, was a highlight of the trip, made possible by the generosity of Cortlandt Yacht Club members, who brought us there and back.

This marina is well protected from the fierce winds that can blast through the Hudson River Valley. The lack of



Top: The Governor Mario M. Cuomo Bridge, completed in 2017, shows how the new blends with the old on the Hudson.

Middle: A heron waits patiently at sunset, Cortlandt Yacht Club Marina. **Right:** Steve serenades us with his trumpet.



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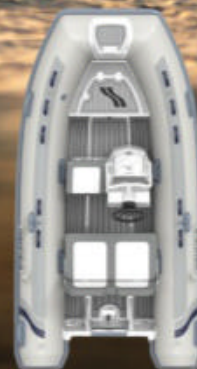
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ADOBE STOCK

breeze, however, meant that our night on the flybridge was plagued with mosquitos.

As we prepared to leave the dock, our dockmate assured us that the best of our trip was just ahead. "It's my favorite part of the Hudson," he said. "The scenery is really something."

He was right. As we wound our way along the bends in the river, the Hudson Highlands came into view, partly shrouded in mist. This is what Washington Irving called "the fairy region of the Hudson." It inspired some of his enchanted forest stories. Up ahead, the historic Bear Mountain Bridge, completed in 1924, spanned the river. "That's the part of the Appalachian Trail," Frank pointed out as *Calypso* passed under the structure.

Soon, West Point appeared on the west bank. Fellow Loopers took our photo as we stopped to admire the Tudor revival and federal-style architecture while reflecting on the role of the U.S. Military Academy in American history. Farther up the river, *Calypso* would encounter the eerie Bannerman Castle and several historical lighthouses.

At the end of our trip, *Calypso* dropped us off at Cold Spring. A passerby—not a boater—noticed me searching my phone for directions to the train station. "I'll walk you there," he offered. Guiding us through the streets of this charming hamlet, he mentioned historical points of interest. It turns out George Washington drank there (we assumed that meant water from the spring).

Soon, Frank and I arrived at the Metro-North rail line to take us back to New York City and the airport, heartened by the warm reception we encountered on the Loop.

"We meet fantastic people who are likely to become lifelong friends along the way," Pat told us of her experience, while also seeing "parts of the United States that we've never seen before."

She and Steve consider our cruise through New York Harbor and up the Hudson River to be one of the high points of their trip. Kim Russo, director of the America's Great Loop Cruisers' Association, told us it was also her partner's favorite cruising grounds during his first Great Loop.

Frank and I can see why. We vow to return, perhaps to do the rest of the trip in our own trawler. 🌟



Top: The Bear Mountain Bridge spans the Hudson. **Middle:** *Calypso* stops along the river to view the U.S. Military Academy at West Point. **Left:** Author Lisa Mighetto with Pat Mighetto Stanley and Steve Stanley.

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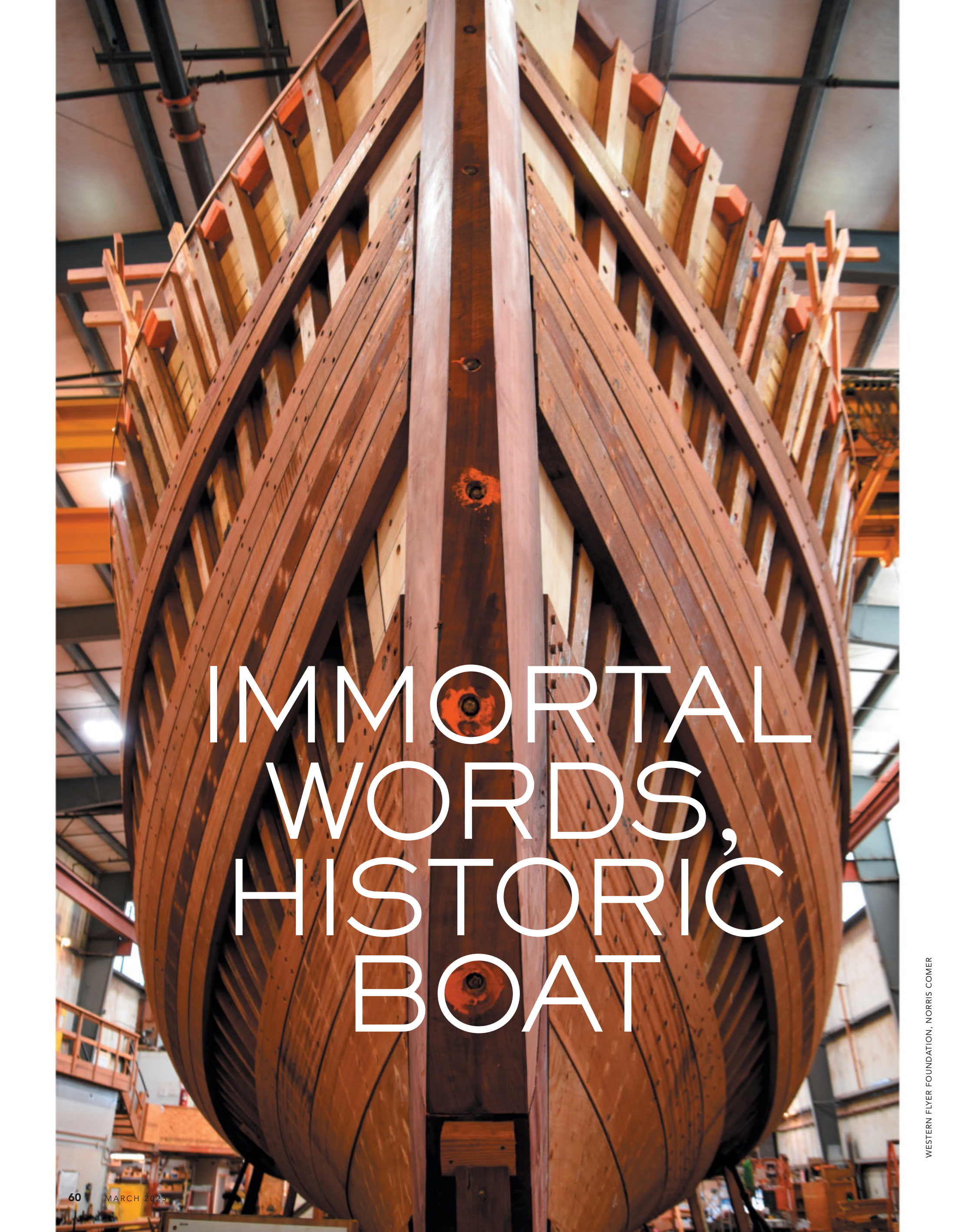
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A large wooden ship hull is shown under construction in a shipyard. The hull is made of many wooden planks and is supported by a complex system of wooden beams and scaffolding. The ship is positioned vertically, with its bow at the top and its stern at the bottom. The shipyard has a high ceiling with industrial lighting and structural beams.

IMMORTAL WORDS, HISTORIC BOAT



THE PURSE SEINER CELEBRATED IN THE NOBEL PRIZE-WINNING LITERATURE OF JOHN STEINBECK RETURNS FROM DERELICTION TO WORKING LIFE.

STORY NORRIS COMER

There are images in this world where one experiences a novel-worthy story at a glance. Among these images is that of a lone derelict wooden fishing boat rotting into the sea.

Such was the state of the *Western Flyer* when John Gregg found her in 2015 on Swinomish Indian Reservation land in Washington state. The 76-foot vessel was barely intact after two recent sinkings. There was nothing outwardly special about the *Western Flyer* to separate it from the thousands of other ingloriously dying workboats of the world, but Gregg knew he had to save the boat, no matter the time or cost.

He knew the *Western Flyer* is the boat that author John Steinbeck, with his marine biologist friend and colleague Ed Ricketts, chartered to the Gulf of California in 1940. The expedition is the subject of Steinbeck's book *The Log from the Sea of Cortez*, part of a body of work that won Steinbeck the 1962 Nobel Prize in Literature.

Eight years after finding and buying the *Western Flyer*, Gregg—as founder and CEO of the Western Flyer Foundation—has overseen her restoration to better-than-new condition. The boat is currently being



THE PORT TOWNSEND
SHIPWRIGHTS CO-OP BEGAN
THE RESTORATION IN JUNE
2015, BRINGING TRADITIONAL
CRAFTSMANSHIP
TO THE TRADITIONAL BOAT.



outfitted as a research vessel and education platform, to be used in her original working waters off California.

"As much as we can control anything, it's moving along," he says.

HUMBLE BEGINNINGS

Gregg, who is also founder and president of Gregg Drilling & Testing Inc., has been in the geotechnical field for more than 30 years. His work includes projects such as foundation design for wind turbines: "About 10 or 15 years ago we reverse-evolved, and I crawled back into the sea and started doing projects over water."

Now based in California, Gregg grew up in rural Georgia. "At that time in the Sixties, Jackie Kennedy had this program where if a town didn't have a library, they'd send these book-mobiles. I would always pick something adventure-y, Joseph Conrad or something about an aggrieved whale. Anything adventure-y and ocean-y, I liked."

One day, he saw the cover of a book with a boat in a stormy sea. It was *The Log from the Sea of Cortez*.

"I grabbed it thinking it'd be a Jules Verne kind of thing," Gregg says. "I was 10 and didn't understand barely a word of it, but I did understand that these guys were going with their buddies on this voyage. They were pretending it was work and



IMMORTAL WORDS, HISTORIC BOAT

Top and facing page: The *Western Flyer* during her major renovation phase at the Port Townsend Shipwrights Co-Op, with her cabin separated from the hull. **Above:** Brett Snow, president of the Ballard-based Snow & Company, which is tasked with the installation of the boat's propulsion and other systems.

science, but it mostly seemed like fun and drinking and adventure. I thought, *If that's a job, I'm interested in that job.*"

He has kept an eye out for the boat from the time he was in college, and paid about \$1 million for the *Western Flyer* after finding her in 2015 on the Swinomish Channel of Washington. The once proud steed of Steinbeck and Ricketts was on its last legs under the name *Gemini*. And he knew, going into the project, that it would be over budget the whole way through. He just didn't care.

"None of it [his *Western Flyer* plan] makes sense, so it didn't matter that it was over budget because it was always over budget," Gregg says with a laugh. "I was never locked into some belief that we were going to get out of there in two years with \$2 million or something like that," he says. "I knew it would have its own path, and I'd just need to be there to help it on its way."

The nearby Port Townsend Shipwrights Co-Op began the restoration in June 2015, bringing traditional craftsmanship to the traditional boat. "You see the shipwrights with mallets and chisels, not out of nostalgia, but because they are using the tools they know work best," Gregg says. "They were clearly artists and craftsmen."

During the seven years of work, the *Western Flyer* was added to the National Register of Historic Places, in February 2017. Gregg's interactions with the shipwrights were often an amusing clash of pragmatism versus artistic perfection. "They took a lot of pride in it. When I'd say, 'Yeah, that's great, but can we hurry it up a little bit?' They'd just look at me and ignore me. So now I have a piano."

The boat launched this past summer, on the morning of June 29, before a crowd of onlookers. Before touching the water, she was rechristened the *Western Flyer*, and family members—namely, the Rev. Perry Petrich, the great-grandson of the original builder, Martin Petrich, Sr.—were invited to participate. Croatian lavender (the Petrich family is from Croatia) and fossilized shark teeth were thrown into the water as offerings.

"It was nice to see people who are like-minded all together," Gregg says. "There was a palpable sense of accomplishment for the workmen and everyone there."

HISTORIC HULL, MODERN BOAT

Technically speaking, the *Western Flyer* is now a modern boat. As of this writing, Snow and Company in Ballard, Wash., is installing systems and scientific equipment to allow for research underway. The original 160-hp Atlas engine that weighed 10 tons is gone, replaced by a 3,000-pound, 425-hp John Deere diesel mated to a Transfluid unit that will let operators switch between diesel and electric propulsion.

"When they explained that they were thinking of a hybrid system with this boat, I thought, *What a great boat to do it with,*" says Brett Snow, president of Snow and Company. "The shape of the vessel is great to move through the water extremely efficiently."

The Transfluid unit is basically a box, about the size of a washer and dryer, that hooks on where the transmission would normally be. "So it can use the diesel engine as its primary force, or switch to an electric motor," Gregg says. "A clutch disengages and then an electric motor turns the drive shaft. Behind that box, everything is the same. And if you added enough batteries, you could run completely off the electric motor."



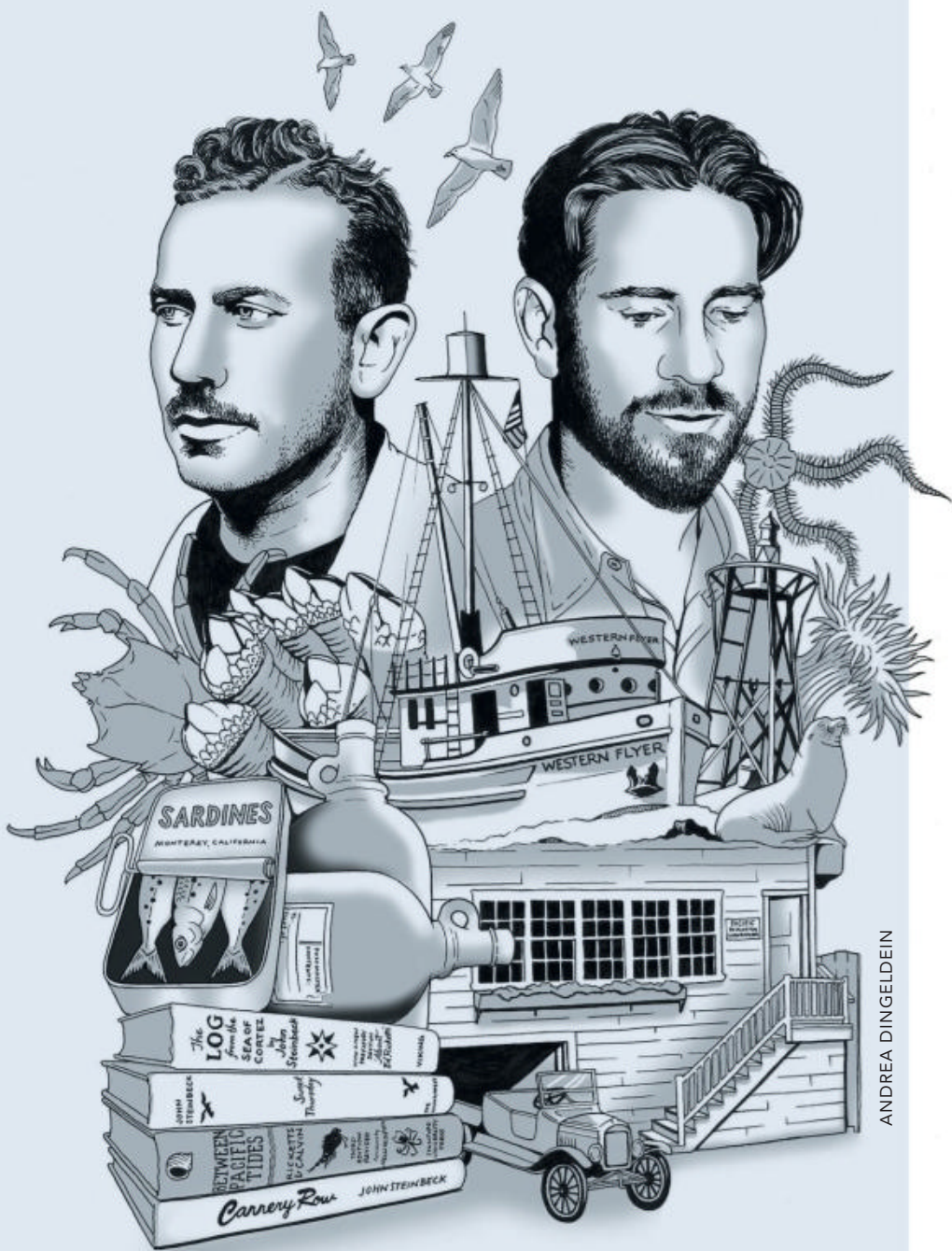
TIM LEE

IMMORTAL WORDS, HISTORIC BOAT

Above and facing page:
Scenes from the Port Townsend Co-Op during the seven-year renovation of the *Western Flyer*. Once a derelict vessel, the boat is now in Bristol condition.



“THE GOAL WASN’T TO
CREATE A MUSEUM PIECE.
RICKETTS AND STEINBECK
WERE ALWAYS FORWARD-
THINKING GUYS. THEY
WOULDN’T HAVE LIKED
A BOAT THAT COULDN’T
EARN ITS KEEP.”



ANDREA DINGELDEIN

OF SARDINES & STEINBECK

THE WESTERN FLYER LAUNCHED IN JULY 1937 AS A COMMERCIAL PURSE SEINER, BOUND FOR THE BOOMING SARDINE FISHERY OUT OF MONTEREY, CALIF. THE BOAT HAD A FIR KEEL WITH WHITE OAK RIBS.

Skipper Tony Berry ran the boat until the fishery's collapse just after World War II. The *Western Flyer* was then sold to Armstrong Fisheries in Ketchikan, Alaska, from 1951 to 1952.

John Steinbeck chartered her during the sardine off-season, for six weeks in March and April 1940, round-trip from California to Mexico. On paper, the purpose of the charter was to "collect marine animals in a remote place on certain days and at certain hours indicated on the tide charts."

When reading for the first time, one quickly realizes that this is no simple adventure story. It is an ambitious work that swings for the answers to life's big questions on every page. Between the relentless focus on the connection of all things, lamentations of observed overfishing and passion for life forms big and small, the book that resulted from that journey was an early champion of the field of ecology decades before environmentalism became American mainstream.

One good thing about all the years spent on the restoration is that battery technology and affordability has improved. The project's original battery budget was around \$1 million. It's now \$100,000. "We'll have enough to run four, five or six hours without turning the engine on, which is enough to do what we're trying to do: get it to kelp paddies and other places where we want to be quiet in the water and not disturb anything we're looking at," Gregg says.

NEW LIFE

The Western Flyer Foundation's stated mission is to inspire deeper appreciation of marine environments, see the world through the lenses of science and art, and understand the place of communities in a larger world.

"All along, the goal wasn't to create a museum piece," Gregg says. "Ricketts and Steinbeck were always forward-thinking guys. They didn't like dusty old remembrances. They liked things that were looking forward. They wouldn't have liked a boat that couldn't earn its keep."

The plan is to do research with the U.S. Navy and the National Oceanic and Atmospheric Administration. For the next decade or two, the boat is expected to take readings along the Pacific Coast that haven't really been done in the past.

"It's about that spirit of Ricketts and Steinbeck, and working on getting real research done," says Sherry Flumerfelt, executive director of the Western Flyer Foundation, who previously was with the Monterey Bay Fisheries Trust. "We will work with kids and people who might not normally get access to these kinds of things."

Snow agrees. "Would I love it if a bunch of kids came through the shop and became boatbuilders? Absolutely. But what would be more important to me is if a bunch of kids came to the shop and decided that they could do anything, and went after it with a passion."

It's still uncertain when that programming will begin, but Gregg is pondering a nature-inspired timeframe: "We're thinking the leaves will either be really red, or there won't be any leaves at all, but no green buds. No cherry blossoms. Maybe a straggling leaf or two."

As the reborn *Western Flyer* prepares to return to the Pacific Ocean for her new working life, one cannot help but draw a parallel to the conclusion from *The Log from the Sea of Cortez*. Steinbeck and Ricketts depart the sun-drenched glory of their Mexico expedition and re-enter the gray fog and foul seas of the Pacific and mainstream America. They grasp for the meaning of the expedition—and life itself—in prose, contracting and dilating their lens from the nucleus to the universe. They invoke the jars of sea creatures in formaldehyde, but we're clearly not exploring the confines of marine science or beer-fueled antics anymore.

The story's end hints that the answer may be less a statement and more a divine unifying musical note that Steinbeck described so poetically in his day: "The *Western Flyer* hunched into the great waves toward Cedros Island, the wind blew off the tops of the whitecaps, and the big guy wire, from bow to mast, took up its vibration like the low pipe in a tremendous organ. It sang its deep note into the wind." ❁



THE *WESTERN FLYER* IS NOW
A MODERN BOAT WITH A
STATED MISSION TO INSPIRE
A DEEPER APPRECIATION OF
MARINE ENVIRONMENTS.



WESTERN FLYER FOUNDATION

IMMORTAL
WORDS,
HISTORIC
BOAT

Clockwise, from top:
A view from inside
the wheelhouse;
Rejoining hull and
superstructure;
The reborn and
rechristened *Western
Flyer* is launched in
Port Townsend.

IMMORTAL
WORDS,
HISTORIC
BOAT





The victorious *Western Flyer* under tow from Port Townsend to Seattle.

STEEL



WILL

THE LYNX 27 CROSSOVER IS A CHOOSE-YOUR-OWN-EXCURSION PLATFORM POISED FOR THE LONG HAUL.

| STORY: ALAN HARPER | PHOTOS: TOM VAN OOSSANEN |



THE LYNX CROSSOVER 27 ATTEMPTS TO PROVIDE THE BEST OF BOTH WORLDS AS A PRACTICAL, POWERFUL LOAD-CARRIER AS WELL AS A COMFORTABLE PLATFORM FOR ADVENTUROUS CRUISING.



Lynx Yachts got its start in the same way as many Dutch shipyards: building an elegant, bespoke, displacement motoryacht whose conservative looks and canoe stern gave it timeless appeal.

But Lynx's founder, mechanical engineer Slim Bouricha, had plans for more. "I wanted to set up a brand that would build reliable and seaworthy boats with a strong focus on operability and maintainability, yet with a modern flair," he says.

His experience in shipbuilding and oil taught him that ideas from workmanlike offshore support vessels were creeping into the world of superyachts, with support vessels being launched to carry all the tenders and toys that wouldn't fit on the motherships. It seemed to be an avenue worth pursuing, so Lynx's next project was the YXT, or Yacht-X-Tender, a 78-footer with a capacious aft deck that could take not just a 38-foot RIB, but a Land Rover as well, stowed belowdecks in its own weathertight compartment.

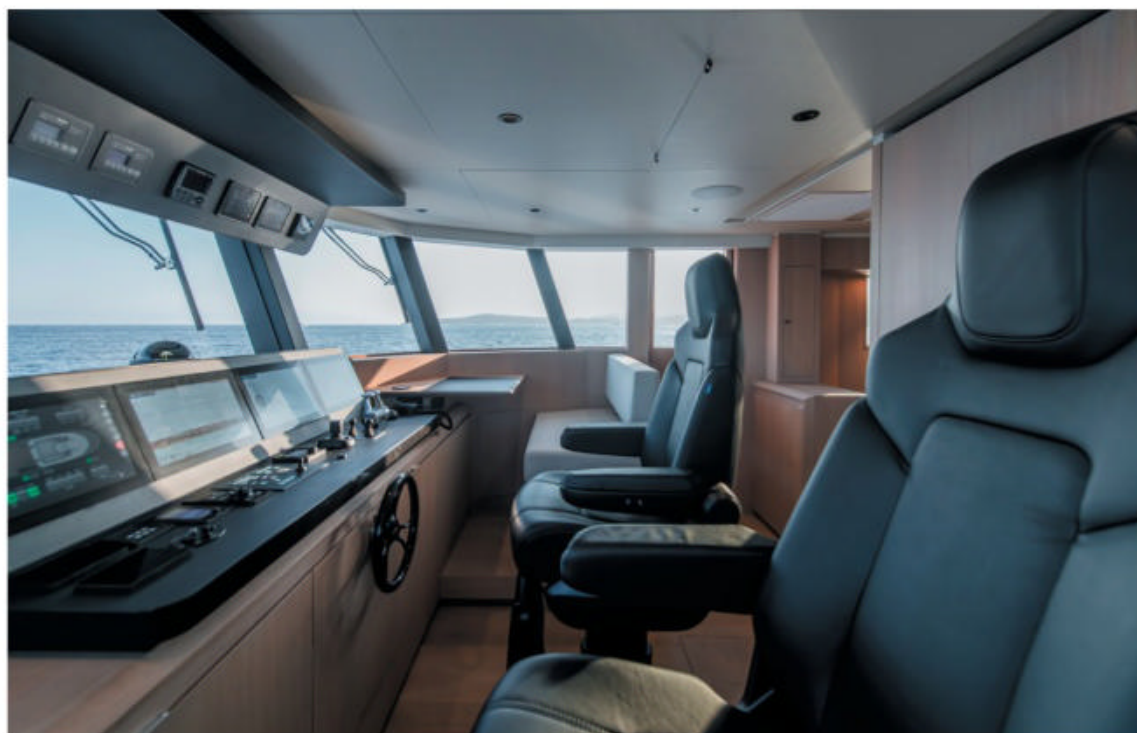
Now, the Lynx Crossover 27 attempts to provide the best of both worlds as a practical, powerful load-carrier as well as a comfortable platform for adventurous cruising. The first 27, *Avontuur*, made its debut at the Cannes Yachting Festival in September 2022. It's the shipyard's seventh build, with Diana Yacht Design for naval architecture, styling by Bernd Weel, and interior design by Franck Darnet.

Externally, the Crossover 27 certainly fulfills the brief. The aft deck spans 750 square feet and is served by a 3.5-ton hydraulic crane on the starboard side. That



STEEL WILL

FOR MORE ECONOMICAL PASSAGEMAKING, AT 10 KNOTS, THE 27 REPORTEDLY CONSUMES 26.4 GPH, WHICH TRANSLATES TO ABOUT 2,100 NM. "WE CAN EASILY INCREASE CAPACITY FOR THOSE WHO NEED TRANSOCEANIC RANGE," SAYS LYNX FOUNDER SLIM BOURICHA.



crane is ready to hoist the Super Air Nautique G23 ski boat the owner carries, along with *Avontuur's* 16-foot, general-purpose Rib-eye tender. Up a level, four personal watercraft can be stowed, with their launch and recovery via a crane with 1-ton capacity (the boat carries 211 gallons of gasoline for water toys).

On a conventional yacht, this upper area would be fitted out with sunpads—and if owners prefer to recline with a cool drink, Lynx is happy to oblige. "Yes, we can always customize the layout to accommodate an owner's requirements," Slim says, "as long as this is done within bulkheads and structural elements."

The yard can also fit alternative engines, if an owner has a favorite. Bigger fuel tanks? "We can easily increase capacity for those who need transoceanic range," he says. Additional steel can be built into the bottom and hullsides (8 mm steel is used for the bottom and 6 mm for the hullsides on *Avontuur*) for adventures in the ice. The aluminum plate in the superstructure is 5 mm thick and the windows in the pilothouse are 12 mm thick.

The layout on *Avontuur*, built for an American client who will base the boat in California, shows the kind of customization that can be achieved. Belowdecks, rather than having twin-berth staterooms forward, *Avontuur* has a large en suite guest stateroom to port. The remainder of the bow is given over to a pair of twin-bunk cabins with heads, for crew or extra guests.

Farther aft, in almost the widest section of the hull, the standard



Above left: *Avontuur's* pilothouse glass is 12 mm thick. **Above:** The aft deck spans 750 square feet and is served by a 3.5-ton hydraulic crane for tenders and water toys. **Facing page left:** A separate davit is fitted to retrieve the PWC on the hardtop; **Right:** The custom vessel has practicalities for an active, expedition lifestyle: stowage racks for boards, wetsuit hanging lockers, life jacket stowage, a chest freezer and gym equipment.



Right: The open-plan galley is to port, opposite the lower-deck companionway with the wheelhouse forward of here.
Below: With tenders removed, the aft deck can serve as a lounge area.
Bottom: Her salon has seating and a high-low folding table for drinks or dinner.



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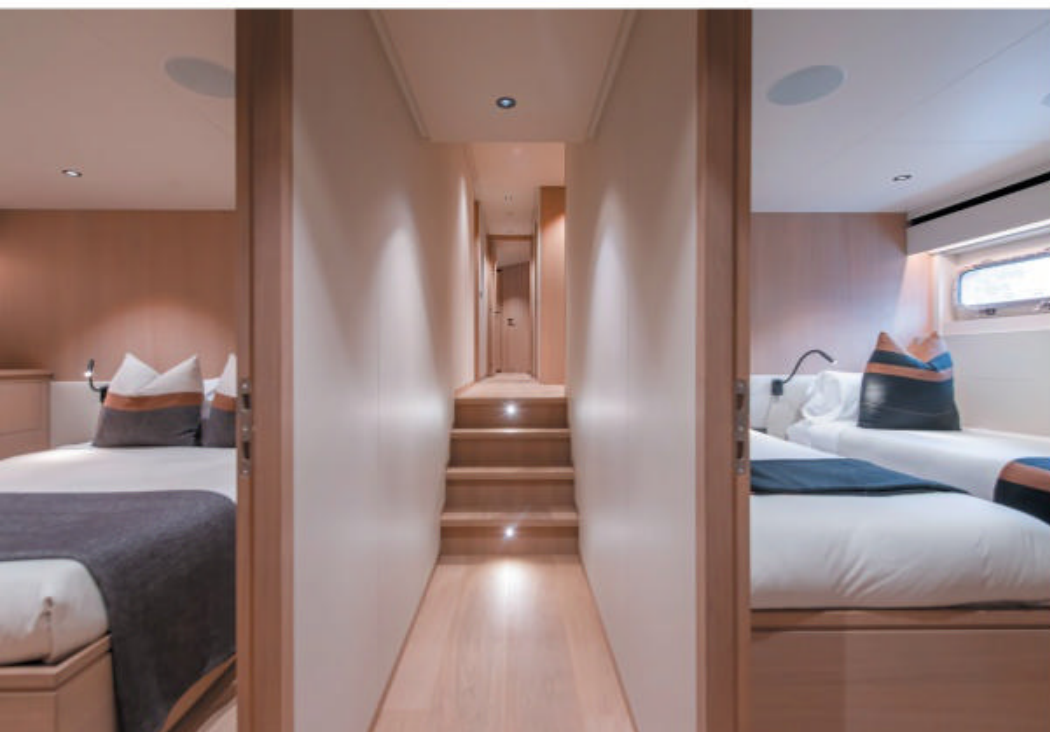
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STEEL WILL



LYNX 27

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Water: 687 gal.

Info: lynxyachts.com

double-berth staterooms are replaced with a bulkhead on center-line. The owner's stateroom is to port, and a smaller en suite stateroom with twin berths is to starboard.

Abaft the engine room, where the standard layout includes a couple of guest staterooms, *Avontuur* has practicalities for an active, expedition lifestyle: washer-dryers, stowage racks for boards, wet-suit hanging lockers, life jacket stowage, a chest freezer and gym equipment.

Just abaft amidships (with this being a round-bilge, displacement design), the engine room is spacious with excellent service access and 6 feet, 7 inches of headroom. From here all the way to the stern, I felt as if I were aboard a boat a good deal larger than 89 feet.

The deckhouse is on two levels, with seating and a high-low folding table for drinks or dinner. Up two steps, the open-plan galley is to port, opposite the lower-deck companionway. The wheelhouse is forward, overlooking a seating area on the bow.

Avontuur has the shipyard's recommended power installation: a pair of 850-hp Cat C12.9s that easily push the Crossover to its optimum hull speed of around 12.5 knots. Lynx's data suggests a fuel consumption at that speed of 45 gallons per hour, giving a cruising range, with a 5 percent reserve, of 1,000 nautical miles. For more economical passagemaking, at 10 knots, the Crossover reportedly consumes 26.4 gph, which translates to about 2,100 nm. At 14 knots, consumption rises to more than 84 gph, and range drops accordingly, to 700 nm.

The Crossover is designed to appeal to active, adventurous owners. Its long range and low center of gravity should ensure comfort and confidence on long passages. For those who like the idea but want a shorter length overall, the yard's eighth project, a 75-foot Crossover 23, is just getting underway. ❄



Top and left:
The shipyard will customize the accommodations layout to suit the owner's needs.

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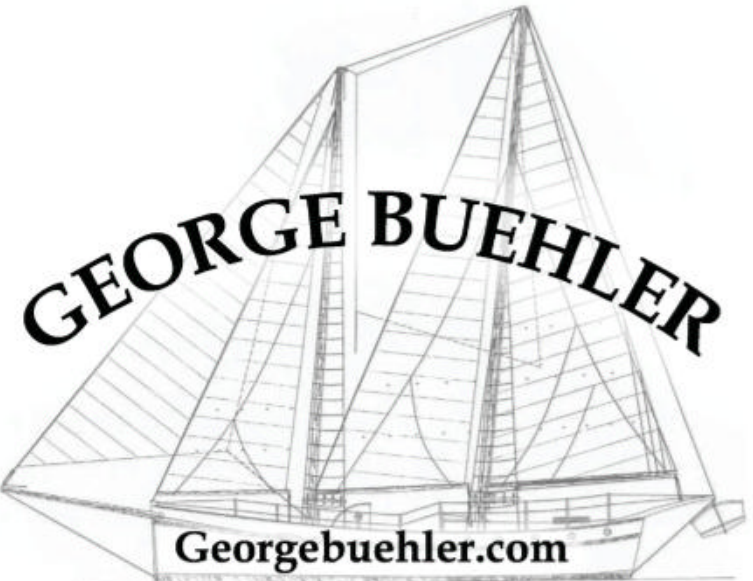
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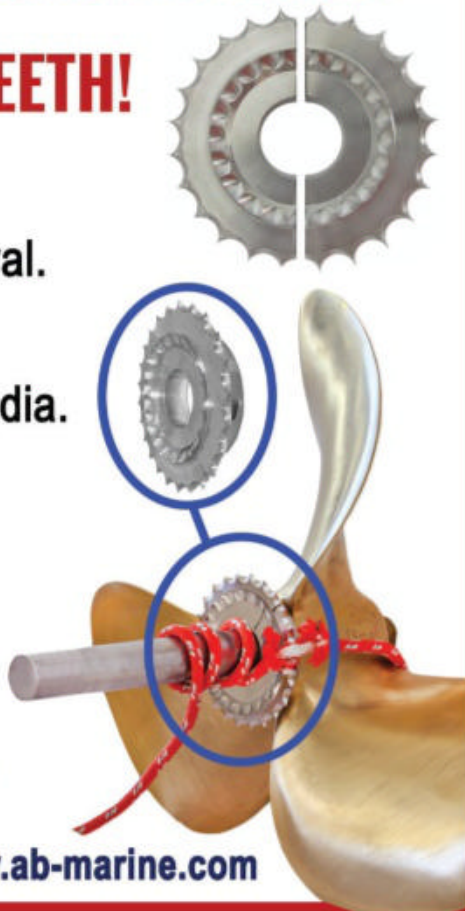
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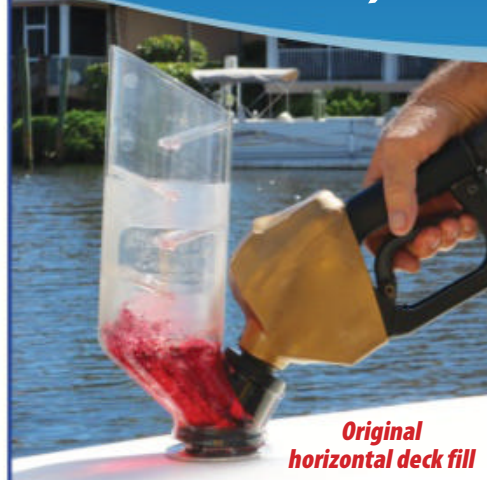
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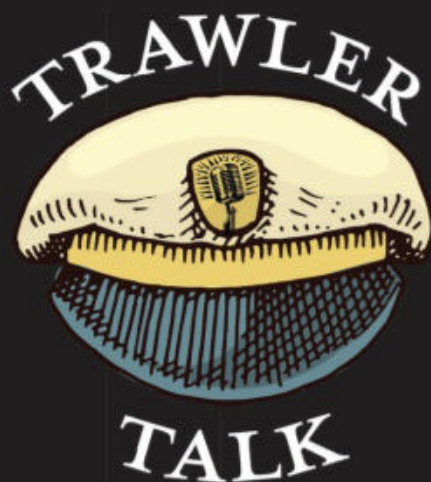
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